



# VILLAGE OF SLOCAN

## Waterfront Development Strategy Final Report

### INTRODUCTION

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The Village of Slocan (VOS) has significant investment in their waterfront and public space amenities which include the public beach, picnic areas, washroom facilities, beach volleyball court, swimming dock, boat launch, breakwater, gazebo, and the Slocan Lake trailhead for the Slocan Valley Rail Trail. The waterfront is highly utilized during summer months by multiple user groups, members of the community, and visitors. To maintain a family friendly atmosphere while addressing the increasing demand, The Village of Slocan is creating a long-term waterfront management and development strategy for the Slocan waterfront area. The Project site, located west of the previous Springer Creek mill site, holds incredible potential to contribute to long-term community vitality, economic development, tourism, and year-round interest.

The Village has taken steps to encourage investment in the community, such as amending its Official Community Plan and Zoning Bylaws in 2017 to encourage a more sustainable, walkable community, planning for the future use of the former mill site, identifying the importance of creating a primary commercial area, and developing the waterfront. In the summer of 2018 the Village of Slocan undertook a redevelopment approach to the two Blocks of Harold Street North to strengthen the downtown core which will serve as a community hub and play host community events, create vibrant public space, and visually reinforce the identity of the community. This Waterfront Strategy is linked to the Harold Street North redevelopment and will serve an equally integral role in strengthening Slocan's economic investment opportunities, encouraging new businesses, attracting and retaining residents, and diversifying tourism while establishing and celebrating the things that give Slocan its unique character and sense of place.



## PROCESS

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To achieve the desired outcomes and deliverables for the Slocan Waterfront Development Strategy, the project was structured into the following seven phases:

- 01.** *Project Initiation;*
- 02.** *Document Review;*
- 03.** *Direct Consultation with Stakeholders, a community questionnaire & preliminary assessment;*
- 04.** *A Design charrette that includes a walking tour and interactive design-oriented open house;*
- 05.** *Draft Waterfront Development Strategy;*
- 06.** *Community Open House & Presentation of the Strategy to Council; and*
- 07.** *The Final Waterfront Development Strategy.*

### Phase 01-04 Assets, Issues and Opportunities (Key Findings)

Phases 01-04 included several methods used to gather information (our key findings) about the current state of Slocan's Waterfront. This phase included:

- **A Document Review** - All relevant Village of Slocan documents were reviewed, and a list of actions or recommendations was compiled and summarized in an Assets, Issues and Opportunities (AIO) Summary document. This preliminary assessment of AIOs were used to structure the Community Questionnaire. The draft questionnaire was reviewed by Village staff and the Mayor prior to launching publicly.
- **Community Questionnaire** - The Community Questionnaire running online from October 1st - 19th, 2018. Hard copies were available for pick up and return at the Village of Slocan office and at the Community Walking Tour and Charrette. There were 160 respondents. The responses to the questionnaire helped identify the most important issues relating to the Slocan waterfront, and identified additional AIOs not previously identified.
- **Community Walking Tour** - Selkirk Planning & Design and Larch Landscape Architecture conducted a community walking tour from 2-4pm on October 15<sup>th</sup>, 2018. The walking tour had 12 participants + Village of Slocan staff. The tour started at the Legion and travelled through the waterfront, where the community could discuss specific AIO's "in the field." The consultants recorded the feedback with notes and diagrams on maps of the area and added new information to their draft AIO Summary.
- **Community Design Charette** - Following the walking tour the consultants hosted a design charrette at the Slocan Legion, from 4-6pm on October 15<sup>th</sup>, 2018. The consultants graphically displayed their assessment of the Slocan Waterfront to date and were available to answer questions from the community. Community members were encouraged to provide comments by attaching sticky notes to the display boards. Additionally, several community members sat down with the consultants to sketch out proposed ideas on maps. The feedback gathered at the Community Charette was compiled into the AIO summary.



**Photos from the walking tour and Charrette on October 15, 2018**

## Assets, Issues and Opportunities Summary

The AIO summary was emailed to the Village of Slocan staff and the mayor for review, to ensure that all the comments heard were recorded accurately. The AIO Summary (below) shows the initial findings + community feedback that was incorporated (in ***bold italics***):

| <b>KEY WATERFRONT ASSETS, ISSUES AND OPPORTUNITIES</b> |                      |   |   |
|--|----------------------|---|---|
| <b>NO.</b>   | <b>CATEGORY</b>      | <b>DESCRIPTION</b>  | <b>RECOMMENDED ACTION</b>   |
| <b>Assets</b>  |                      |   |   |
| 1.01   | Views                | Existing great views of the valley and waterfront throughout the project area   | Provide spots to enjoy the views  |
| 1.02   | Beach Area           | Sandy beach with swimming and boat launch area is a highly desirable amenity space  | Maintain access to the beach and improve/enhance over time  |
| 1.03   | Accessibility        | Existing buildings appear to be accessible to people with reduced mobility  | Incorporate accessible design in buildings and landscaping features   |
| 1.04   | Washrooms            | Current washrooms can handle current capacity of people.<br>2 women's stalls + 1 men's and 1 urinal.<br>Washrooms are locked every night at 8pm.<br>Complaints about lack of public washrooms close to the boat launch<br>Currently only 60 amp service | Consider future washroom/changeroom building that can accommodate proposed future use numbers.<br>Review washroom requirements for public space/capacity from best practices/standards.<br><b><i>Potential to increase open hours (until 11pm - park hours OR 24 hrs.)</i></b><br><b><i>Consider a future location that serves the park and boat launch area.</i></b><br>Publicize the location of community washrooms. |
| 1.05   | Beach Safety Signage | The beach is adequately signed for safety   | None  |
| 1.06   | Rail Trail           | This is a great local amenity and attraction in good shape  | Create better through connections to the rail trail   |
| 1.07   | Old Highway          | Potential to designate the old highway as trail and connect it to the Rail Trail.   | Illustrate potential trail connection through Springer Creek Mill Site.   |

| <b>KEY WATERFRONT ASSETS, ISSUES AND OPPORTUNITIES</b> |   |   |   |
|--|---|---|---|
| <b>NO.</b>   | <b>CATEGORY</b>                           | <b>DESCRIPTION</b>  | <b>RECOMMENDED ACTION</b>   |
| 1.08   | Log Booms                                 | Prevent materials from washing up on the beach and define swimming area.<br>Help define local character.                                | Keep log booms<br>Expand area to the breakwater   |
| 1.09   | Publicly-Owned Land                       | The majority of the land in the area is publicly owned, but either the municipal or provincial government                               | Attempt to secure remaining privately-owned parcels for inclusion as Park.  |
| 1.10   | Existing Community Character              | Use of logs, timber frame construction<br>Consider use of lake hues (greens & blues)  | Incorporate these elements in the design  |
| 1.11   | Large established trees on the waterfront | There are well-established silver maple trees that provide shade on the grassy area   | Develop a succession planting plan to replace trees as they age.  |
| <b>Issues</b>  |   |   |   |
| 2.01   | Increased Development of the Foreshore    | Increased development of the foreshore could privatize the waterfront over time if not managed  | Require park dedication of the foreshore through development approvals<br>Ensure that the entire foreshore remains open to the public.                |
| 2.02   | Environmental Protection                  | There is a lack of information and regulatory protection of the foreshore and Springer Creek, making environmental decisions difficult. | <b>General recommendations for Springer Creek Enhancement with Redevelopment.</b>   |
| 2.03   | Flooding                                  | Seasonal Flooding into the parking lot  | Install breakwater and raise grade to high-water mark.  |
| 2.04   | Ramp to Breakwater Dock                   | Deemed a risk and should be replaced  | Replace with engineered steel structure.<br><b>Comment at open house that this is too steep at low water. A better long-term solution is desired.</b> |
| 2.05   | Breakwater Dock Signage                   | Insufficient signage  | Install warning signs on the breakwater dock (No diving and no swimming - with pictographs)   |

| <b>KEY WATERFRONT ASSETS, ISSUES AND OPPORTUNITIES</b> |                         |   |  |
|--|-------------------------|---|--|
| <b>NO.</b>   | <b>CATEGORY</b>         | <b>DESCRIPTION</b>  | <b>RECOMMENDED ACTION</b>  |
| 2.06   | Vertical Wood Pilings   | Wood piles deemed a safety risk.<br>Ladders allow users to climb to the top<br>Heritage - installed to hold CPR barge in place.<br>Community generally likes them.<br>Insurance recommended to remove or reduce height to just above high-water mark. | Remove the ladders on the pilings<br>Reduce height?<br>Design in a long-term replacement that uses the logs, but in a safe and sustainable way - highlights community character            |
| 2.07   | Diving Board on Dock    | Deemed a safety risk.<br>Dock is ok, but insurance recommends removing the diving board and installing no diving signage.   | Remove the diving board, but keep the dock   |
| 2.08   | Breakwater Construction | The breakwater is planned to expand across the whole foreshore to protect the foreshore and reduce the impacts of wind.<br>But it has the potential to reduce accessibility to the waterfront and limit wildlife migration and reduce habitat health. | Use ramp and stairs to allow for access for humans and animals to beachfront at low water.<br>Use environmental best practices to try and create habitat along the edge of the breakwater. |
| 2.09   | Privately-owned land    | Some parcels within the functional public waterfront has the potential to be limited in the future if private land-owners change lease agreements   | Attempt to acquire private land through development approvals<br>Work with other levels of government to secure land integral to the success of the waterfront (CPR property).             |
| 2.10   | Floodplain              | The floodplain covers a part of the project area  | Update floodplain mapping<br>Establish floodplain development permit guidelines in OCP<br>Floodplain mapping in the process of being investigated by RDCK                                  |

## KEY WATERFRONT ASSETS, ISSUES AND OPPORTUNITIES

| NO.  | CATEGORY                   | DESCRIPTION   | RECOMMENDED ACTION  |
|------|----------------------------|---|---|
| 2.11 | Motorized Use on the Water | Increased Motorized Use can have adverse environmental impacts, and reduce overall enjoyment of the waterfront, but could provide economic benefits                   | Community preference (from questionnaire + walking tour) <ul style="list-style-type: none"> <li>Keep boat launch small - limit size of boats</li> <li>Limit facilities on the water (fueling, marina, etc.)</li> <li>Establish zoning over water within community boundary that limits motorized use</li> </ul>       |
| 2.12 | Forest Fires               | Increase forest fire threat with Climate Change   | Incorporate Firesmart guidelines into landscaping   |
| 2.13 | Wildlife conflict          | Wildlife - human encounters can be dangerous for humans and wildlife  | Incorporate bear-proof garbage's<br>Don't include wildlife food sources in landscaping  |
| 2.14 | Snow Clearing              | Undefined priorities for snow clearing in the waterfront  | Define areas for snow removal<br>Define areas for snow storage  |
| 2.15 | Sewage Treatment           | Septic system of the family beach washroom needs to be able to handle the capacity  | Consider this for future washroom facilities  |
| 2.16 | Parking                    | During peak days the current parking area isn't large enough to accommodate the traffic<br>150+ vehicles<br>30+ boat trailers<br>Annual lease until property is sold. | Make parking areas more efficient<br>Identify areas suitable for parking<br>Secure land for parking from Springer Creek Mill<br>Incorporate multi-modal transportation options to reduce overall car use.<br>Remove parking from water's edge to create a continuous public waterfront (particularly near the gazebo) |
| 2.17 | Boat Traffic & Parking     | Boat traffic causes parking problems along Harold St. and other side streets.   | Develop a boat traffic route through signage.<br>Provide adequate boat parking adjacent to Harold St.   |

| <b>KEY WATERFRONT ASSETS, ISSUES AND OPPORTUNITIES</b> |                              |  |  |
|--|------------------------------|--|--|
| <b>NO.</b>   | <b>CATEGORY</b>              | <b>DESCRIPTION</b>   | <b>RECOMMENDED ACTION</b>  |
| 2.18   | Changerooms                  | No changerooms at the beach area   | Consider future washroom/changeroom building that can accommodate proposed future use numbers  |
| 2.19   | Power Supply at Beach        | Insufficient power supply at the beach.<br>Music festivals bring their own generators  | Long-term power supply upgrades?   |
| 2.20   | Overhead Wires               | Overhead wires cause issues for sailboats accessing the boat launch and throughout town.   | Remove overhead wires around boat launch<br>Remove or re-route overhead wires along proposed boat traffic route.   |
| 2.21   | Unsafe Park Interface Design | The berm, fence and landscaping limit the ability to see into the park from the parking area, making it feel less safe.<br>People camping overnight.<br><b><i>The community does like the visual barrier between the waterfront and the parking area.</i></b><br><b><i>The landscaping and berm protect the residential and commercial areas from northerly winds.</i></b> | Increase visual permeability into the park by removing the visual barriers (berm, landscaping) in and out of the park.<br>Infill development facing the waterfront can help increase the feeling of safety.<br>Include fencing and landscaping that screens the parking area, provides a wind break, while still allowing for views into the park. |
| 2.22   | Public Works Communication   | Currently there isn't a great way to communicate the progress of on-going and future works at the waterfront   | Install signage communicating completed and planned future works at the waterfront.  |
| 2.23   | Invasive Species (Aquatic)   | No controls in place to prevent spread<br><b><i>Boat washing stations can be abused if unsupervised...</i></b>   | Install a boat-washing station.<br><b><i>Potentially on the Village-owned lot near boat launch.</i></b><br><b><i>Boat washing / car wash - coin-operated - income to Village - no charge for boats to encourage use?</i></b><br>Increased power supply may be needed prior to installation.  |

| <b>KEY WATERFRONT ASSETS, ISSUES AND OPPORTUNITIES</b> |   |  |  |
|--|---|--|--|
| <b>NO.</b>   | <b>CATEGORY</b>                           | <b>DESCRIPTION</b>   | <b>RECOMMENDED ACTION</b>  |
| 2.24   | Invasive Species (Terrestrial)            | Currently knotweed is an issue in the project area.<br>On private property, cannot control without approval of the property owner.<br><b>Community is not supportive of pesticide use to control in the community without more in-depth research on environmental effects.</b> | Use dig, burn, re-fill method<br>Village to clean up with land acquisition and parking redevelopment   |
| 2.25   | <b>Boat Launch Design &amp; Traffic</b>   | <b>Approach and design of area around boat launch has seen conflict/dangerous areas between vehicles and pedestrians</b><br><b>Potential to increase conflict with bike trail connection through the area</b>  | <b>Improve the design and traffic pattern around the boat launch to reduce potential safety issues between boat traffic, pedestrians, and cyclists.</b><br><b>Put arrows on the ground to direct boats in the proper direction.</b>  |
| 2.26   | <b>Family-friendly comfortable space</b>  | <b>There are areas of the park that aren't comfortable for families &amp; young children. Language, noise, smoking, etc. throughout the park makes some families uncomfortable next to these areas.</b>  | <b>Encourage safe, multigenerational use. Consider playground location carefully.</b>  |
| 2.27   | Moveable tables are subject to vandalism  | Tables are moveable and often end up in the water  | Propose new tables, more resistant to vandalism  |
| 2.28   | <b>Conflict between dogs &amp; people</b> | <b>This is a major issue for many people</b><br><b>Off-leash dogs make some residents nervous</b><br><b>Dogs roam the beach, trails and waterfront</b><br><b>Also issues for equestrian use</b><br><b>Enforcement is cost prohibitive</b>                                      | <b>Proposed Fenced Dog Beach away from main beach. Ensure that signage is clear that dogs (on- and off-leash) are not permitted in the public beach area.</b><br><b>Monitor the effects of the dog beach.</b><br><b>Reassess additional measures if fenced dog beach not adequate to address problems.</b> |
| 2.29   | <b>Gazebo</b>                             | <b>Gazebo has unwanted use</b><br><b>Smells and sees overnight camping</b>   | <b>Incorporate RSTBC redesign and assess if any further improvements are needed</b>  |
| <b>Opportunities</b>                                   |   |  |  |

| <b>KEY WATERFRONT ASSETS, ISSUES AND OPPORTUNITIES</b> |                                      |   |  |
|--|--------------------------------------|---|--|
| <b>NO.</b>   | <b>CATEGORY</b>                      | <b>DESCRIPTION</b>  | <b>RECOMMENDED ACTION</b>  |
| 3.01   | Development Approvals                | There is potential to improve the environmental protection of the waterfront, specifically around the Springer Creek Mill site through development approvals                                | Establish 30m Riparian buffer around Springer Creek<br>Daylight Springer Creek through development approvals<br>Implement Environmental Best Practices to protect the foreshore area   |
| 3.02   | Development Approvals                | Potential land acquisition through development approvals  | Acquire private land parcel around parking area and the foreshore through future development approvals process.  |
| 3.03   | Stormwater Management                | Potential to locate storm pond in the study area  | See if this is a suitable area for a storm pond<br>Incorporate stormwater infiltration into parking design.  |
| 3.04   | Stormwater Management                | Increase stormwater infiltration  | Permeable paving for parking areas (pavers or gravel, etc.)<br>Green roofs   |
| 3.05   | Wayfinding                           | Landmarks and Wayfinding signage can improve overall wayfinding and reduce conflicts  | Establish a landmark in the design<br>Suggest a hierarchical wayfinding strategy   |
| 3.06   | Community Connectivity & Safety      | Linking Harold Street to the Waterfront is an important community priority  | Coordinate sidewalk and street connectivity to the waterfront<br>Use the same streetscape items from Harold St. in the waterfront - alter where needed<br><b>Create a safe connection between the waterfront and the commercial corridor on Harold Street.</b> |
| 3.07   | Infill Development Around Waterfront | Infill development around the waterfront could create desirable living and working areas, increase safety by increasing “eyes on the street” and be sensitive to the surrounding community. | Use Zoning and Development Approvals to ensure that infill around the waterfront is pedestrian-friendly and maintains public space around the foreshore  |

| <b>KEY WATERFRONT ASSETS, ISSUES AND OPPORTUNITIES</b> |                                  |   |  |
|--|----------------------------------|---|--|
| <b>NO.</b>   | <b>CATEGORY</b>                  | <b>DESCRIPTION</b>  | <b>RECOMMENDED ACTION</b>  |
| 3.08   | Boat Parking                     | Providing more and easily accessible boat parking could increase the number of boats. Limiting boat parking would limit use | Establish 30 boat parking stations in the redesign   |
| 3.09   | Programming & Special Events     | Future programming and special events need to be planned for in the design  | Design in amenities that will support future programming and special events (bandshell, concessions, food truck area, etc.)  |
| 3.10   | Zoning & Land Use (P-1)          | Ensure that zoning and Land Use allow for desired future outcome of waterfront  | Suggest zoning amendments where needed (15.0m setback, Uses?)<br>Suggest land use amendments where needed.   |
| 3.11   | Enhanced Pathway Amenities       | Potential to enhance existing pathways to make it safer and more accessible for people with reduced mobility                | Increase the number of benches<br>Ensure sheltered benches in strategic locations (shade and weather protected)<br>Establish a monitoring system to identify maintenance issues. |
| 3.12   | Lighting                         | Lighting around the waterfront can increase safety after sunset   | Incorporate lighting throughout the waterfront<br>Dark Sky Lighting standards.   |
| 3.13   | Public Art                       | Potential for future Public Art Installations and Enhancements  | Provide opportunities for public art<br>Suggest public art in the design concept.  |
| 3.14   | Foreshore Lease                  | Lease permitting foreshore use for Springer Creek Mill Site is non-transferable, but has 22 years left on the lease.        | Design showed community preferences for connection to Tunnel Road without specific design intervention.  |
| 3.15   | Rec Sites and Trails BC          | Potential to incorporate RSTBC future plans into this plan.   | Plans incorporated   |
| 3.16   | <b>Environmental Enhancement</b> | <b>Potential to establish aquatic plants for fish habitat in areas not heavily used</b>                                     | <b>Identify areas and species to plant</b>   |
| 3.17   | Breakwater Use                   | Potential to establish seating and other amenity features on the breakwater   | Establish amenities on the breakwater to make it more useable<br>Include pavers + other amenities  |

| <b>KEY WATERFRONT ASSETS, ISSUES AND OPPORTUNITIES</b> |  |   |  |
|--|--|---|--|
| <b>NO.</b>   | <b>CATEGORY</b>                                | <b>DESCRIPTION</b>  | <b>RECOMMENDED ACTION</b>  |
| 3.18   | <b><i>Entrance to Waterfront</i></b>           | <b><i>Potential to enhance the entrance to the waterfront park</i></b>  | <b><i>Gateway feature over entrance<br/>Make more pedestrian friendly</i></b>  |
| 3.19   | Playground                                     | Desire to better define young children's area from teenager/young adult area  | Establish a playground for children at the beach   |
| 3.20   | <b><i>Non-motorized boat launch</i></b>        | <b><i>Potential to establish a non-motorized boat launch where there's not competition with motorized boats</i></b>             | <b><i>Establish non-motorized boat launch in northeast corner<br/>AT OPEN HOUSE THE PREFERRED LOCATION WAS NEXT TO (SOUTH OF) THE EXISTING BOAT LAUNCH</i></b> |
| 3.21   | <b><i>Volleyball Courts</i></b>                | <b><i>The court is well used</i></b>  | <b><i>Relocate away from children's area<br/>Orient the courts north-south vs. east-west to reduce sun glare</i></b>   |
| 3.22   | <b><i>Tubing Launch</i></b>                    | <b><i>Located at the dog beach for people who want to float the Slocan River</i></b>  | <b><i>Formalize the launch with appropriate area and signage and approval from RSTBC.</i></b>  |
| 3.23   | Existing Undeveloped Parcels Next to the Beach | There are several continuous parcels of land that are undeveloped.<br>Plans should be made that incorporates future development | Show higher density housing/building fronting on to the parking area/park providing "eyes on the park."  |

## Slocan Waterfront Development Strategy Vision

The following Vision and Guiding Principles for the Slocan Waterfront Development Strategy were developed after careful consideration of the waterfront park assets, issues, opportunities, and stakeholder and community input during the walking tour and design charrette. The Vision and Guiding Principles were developed collaboratively between Village staff, Stakeholders, Slocan Valley Community, and the consultants.

### Slocan Waterfront Development Strategy Vision

*Vision Statement: a verbal description of the desired future state of the study area, it does not describe what is found today*

**The Waterfront Park is a primary year-round attraction within the vibrant community hub of downtown Slocan, seamlessly connecting the Slocan Valley Rail Trail, Harold Street North, adjacent land development, and tunnel road. The Waterfront Park showcases the incredible natural beauty of Slocan Lake and mountain views while offering diverse active and passive recreation opportunities to residents and visitors. Signage, parking, and traffic patterns are intuitive and accommodate peak use levels. The Waterfront Park is environmentally responsible and continues to drive innovation and sustainability long term. Slocan's Waterfront is an inviting, inclusive, unique, artistic, thoughtfully designed, and attractive public space that reinforces Slocan's values and identity.**

### Slocan Waterfront Development Strategy Design Principles

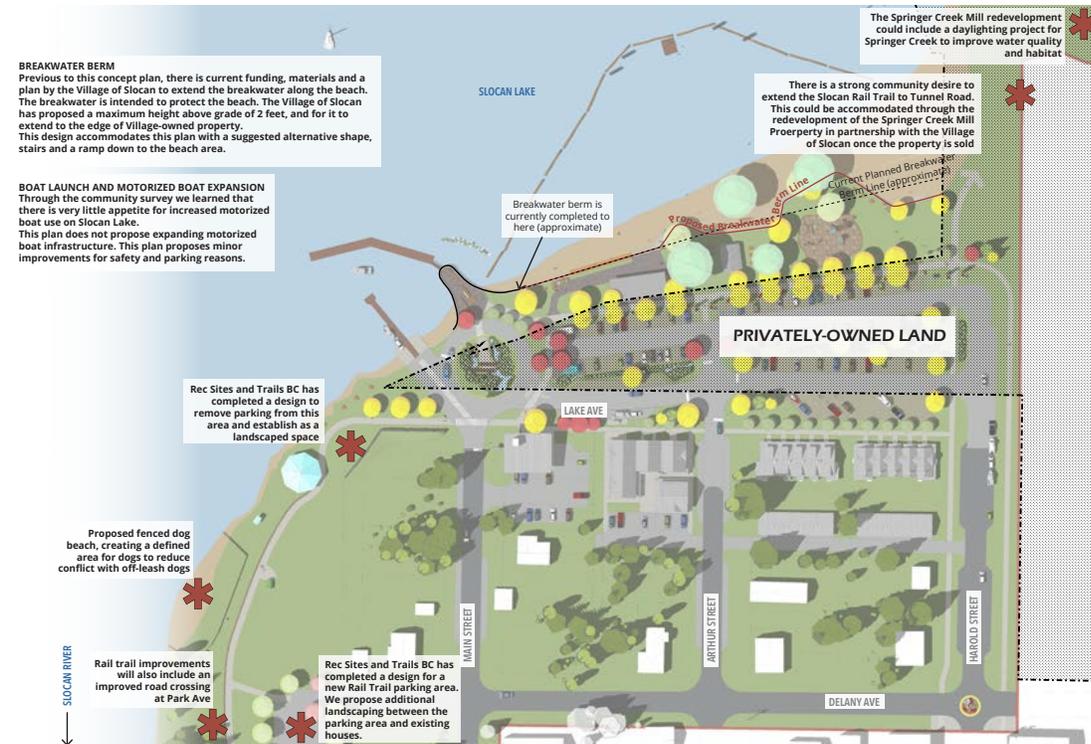
1. Promote access and connectivity to Slocan's commercial core, neighbourhoods, and the Slocan Valley Rail Trail
2. Provide a long-term vision that can evolve with the redevelopment of the Springer Creek Mill site
3. Promote consistent and cohesive placemaking, branding, and built form to reinforce Slocan's community identity and celebrate its unique sense of place
4. Develop in a manner that respects the ecology of the Slocan Waterfront and Slocan Lake
5. Promote progressive and sustainable Land Use Development that ensures continued community enjoyment of the waterfront.
6. Promote innovative and sustainable design to improve environmental impact and resiliency to climate change

## Phase 05 - Slocan Waterfront Development Strategy Conceptual Design

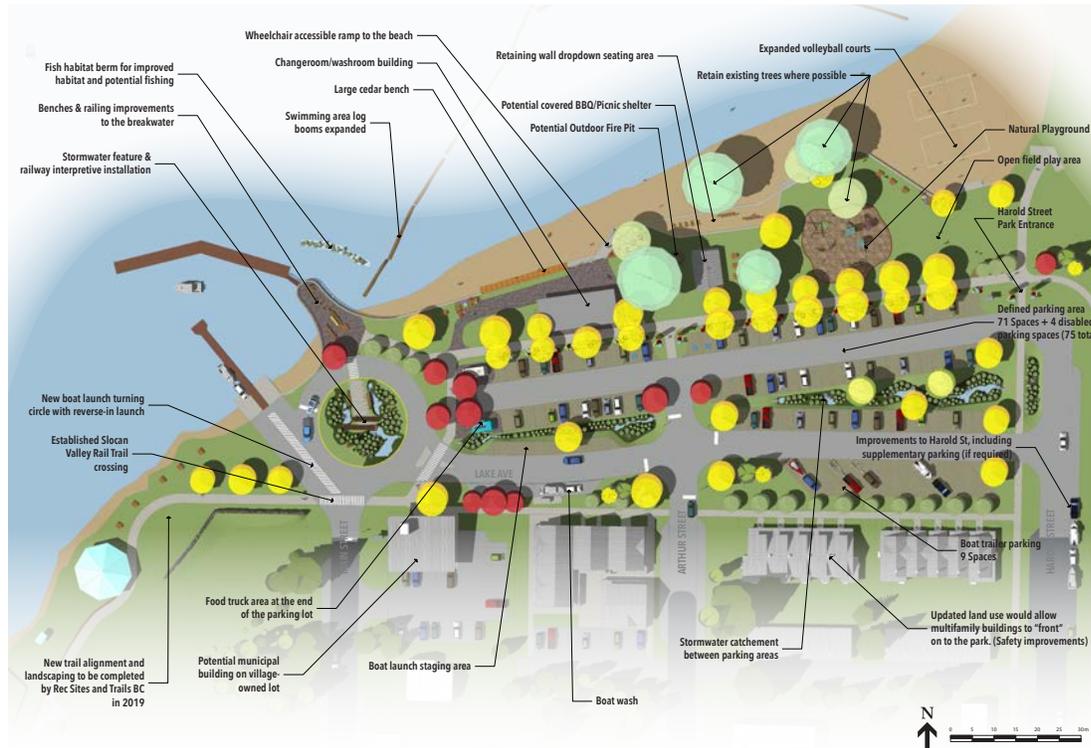
Prior to beginning Phase 05, the consultants created a set of design assumptions. These assumptions were needed in order to proceed with a “best case” scenario but acknowledges that there are some current challenges associated with the Slocan Waterfront. The design assumptions include:

1. **Recommendation to Acquire Privately-Owned Land** - This Strategy recommends that the Village of Slocan will work with both the CPR and the future purchasers of the Springer Creek Mill site to acquire privately-owned land (currently in the parking area). Both properties are narrow and not large enough to have any significant buildings on them. This design concept is based on the assumption that the land could be acquired but is also structured in a way that the public waterfront park components could be completed as shown.
2. **Completion of the Breakwater Berm** - The Village of Slocan received funding to acquire concrete blocks to install a breakwater stretching from the recently completed breakwater dock area, east along the high-water mark to the edge of the Village owned property. The village plans to have it be not higher than 2 feet, with sand on the waterfront side and leveled, landscaped areas on the inland side. Because the materials and funding are already in place, this plan has incorporated a revised breakwater design, rather than having areas without any breakwater. Where possible we have included stairs and ramps and a more curvilinear shape to take advantage of different types of recreation space created on either side of the breakwater.
3. **Slocan Rail Trail Parking Lot & Trail Paving** - Rec Sites and Trails BC is finalizing a design of a new parking lot, that will be accessed off the Delany Ave right-of-way. Trail paving and the removal and landscaping of the existing parking lot is planned as a part of this work. This design incorporates those proposed changes, with recommendations for additional landscaping between the parking lot and existing residences, and a change in alignment of the trail near the north end to cross Main St. at the proposed crosswalk shown in this plan.
4. **Long-Term Improvements to Infrastructure** - Current electrical service isn't sufficient enough for a future washroom/change room building or future events (music festivals etc.) that may be held in the waterfront park. Additionally, overhead electrical wires interfere with sailboats launching at the boat launch. This plan proposes that electrical services be buried underground as funding allows.
5. **Floodplain Limitations** - A small portion of the property in this plan is within the identified 100-year floodplain. Prior to any detailed design that would include buildings and other infrastructure that may be affected by a flood event, a more detailed floodplain assessment should be completed to better understand any limitations presented by floodplain considerations. This plan assumes that floodplain restrictions could be appropriately mitigated.

These design assumptions were integrated into the final conceptual design.

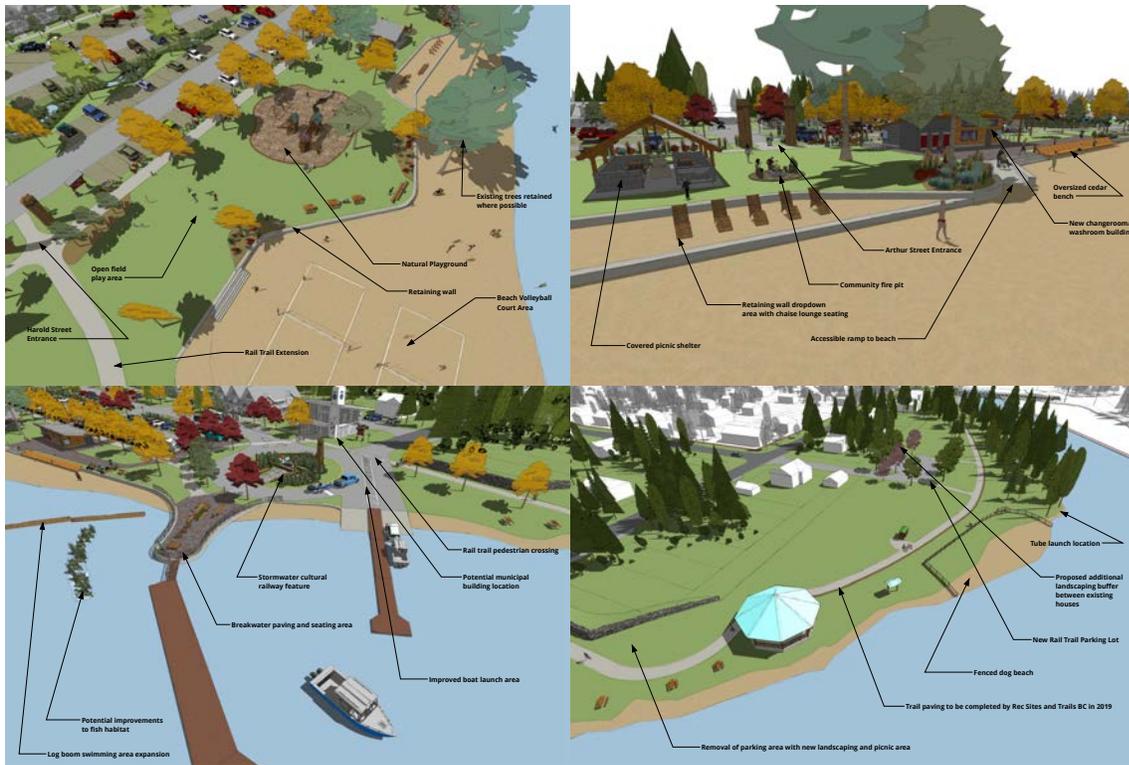


**Design Assumptions Diagram**



**Final Plan**





**Sub-Area Diagram**



**Character Images**



## Phase 06 - Community Open House

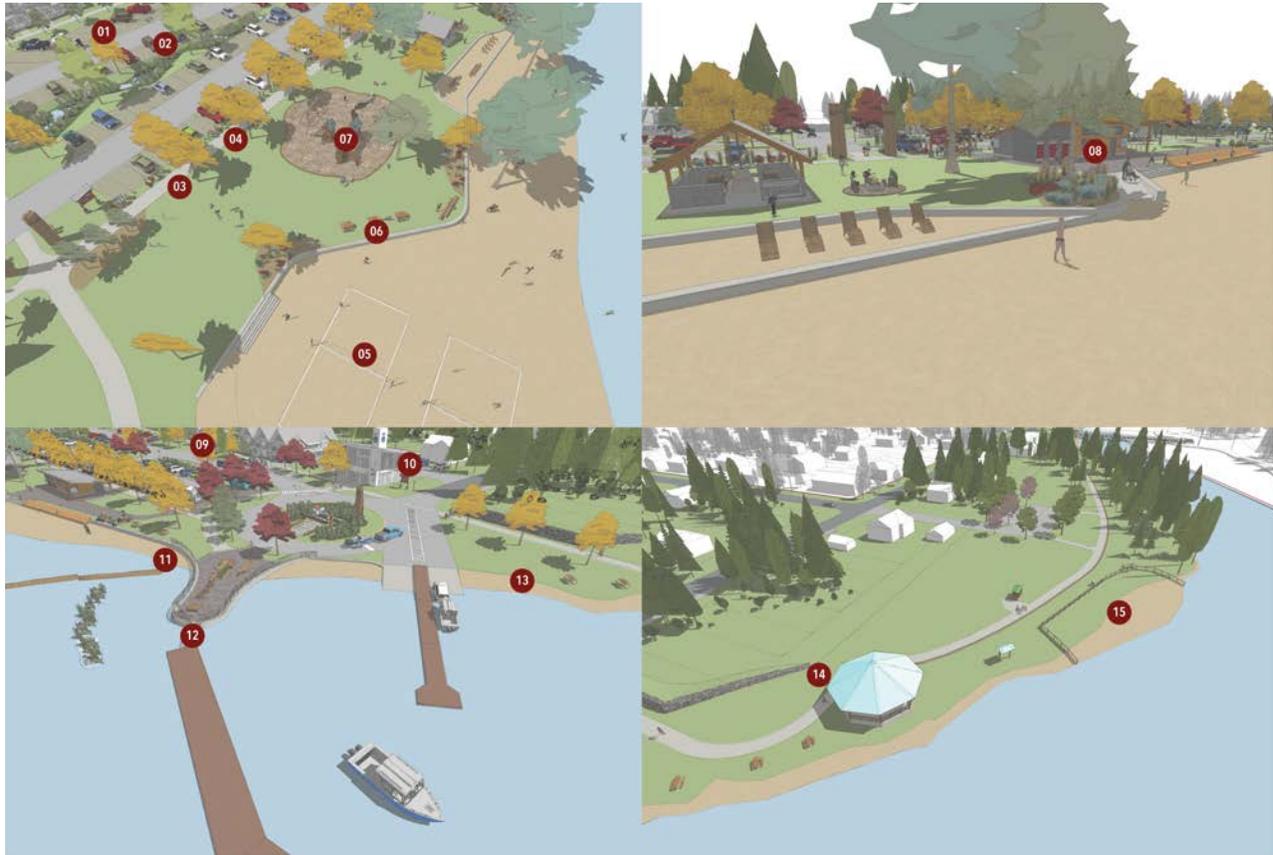
The Slokan Waterfront Development Strategy was presented to Council and the public at the Community Open House November 20<sup>th</sup>, 2018. The open house allowed Council, Stakeholders, and Community Members to provide feedback on the final Waterfront Development Strategy and design elements.



**Open House: November 20, 2018**

## Final Recommendations

The following table incorporates feedback from the Community Open House and final presentations and provides final recommendations moving forward into detailed survey and design. The comments related to the numbered items in the image below:



### OPEN HOUSE COMMUNITY INPUT AND FURTHER RECOMMENDATIONS

| NO. | OPEN HOUSE COMMUNITY INPUT  | PROPOSED DESIGN RECOMMENDATION  |
|-----|---|---|
| 1   | Not enough boat parking for peak times (10-12 weeks)  | -Concept Design accommodates for 9 vehicle and boat trailer parking spaces.<br>-Explore accommodating 10 boat parking spaces during detailed design once site survey is obtained.<br>-Additional boat parking to be located along streets where possible. |
| 2   | The design should consider long-term parking options for people that park and go out on the lake for multiple days. How to ensure security. | -Designated long-term parking to be signed and moderated by The Village of Slokan – approximately 5 – 10 long term parking spaces based on demand when parking lot is constructed.  |

| <b>OPEN HOUSE COMMUNITY INPUT AND FURTHER RECOMMENDATIONS</b> |  |  |
|---|--|--|
| <b>NO.</b>  | <b>OPEN HOUSE COMMUNITY INPUT</b>  | <b>PROPOSED DESIGN RECOMMENDATION</b>  |
|   | - Potential for additional boat parking here?  | - A Parking study would better clarify parking needs at the waterfront.  |
| 3   | Don't remove the berm because it creates a wind break and prevents flooding  | -Flood plain study is recommended prior to or in conjunction with detailed design.<br>-Proposed break wall and conceptual waterfront design is intended to accommodate stormwater infrastructure to reduce the risk of flooding during high water levels.<br>-Proposed conceptual design implements a number of trees intended to serve as a visual buffer to the parking lot and function as a windbreak. |
| 4   | The Slocan Valley Rail Trail extension along the north side of the parking lot could be bermed to act as a dike to help prevent flooding. The washroom could be bermed at the same time. | -Flood plain analysis is recommended prior to building design or elevation of finished floor height to reduce the risk of flood damage.  |
| 5   | Volleyball courts should be oriented north-south rather than east-west to avoid sun. Consideration for rolling balls should be incorporated (ball catch?)                                | - Incorporate into detailed design   |
| 6   | We don't like the breakwater, why do we need it? Don't want it to be like Nelson's waterfront.<br>Please don't extend this any further   | -The Village of Slocan received grant funding for the breakwater materials and has the breakwater partially installed with all material in place.<br>-The conceptual waterfront design includes a ramp, 3 sets of stairs, step down areas, and linear wood benches to improve accessibility and usability of the breakwater.   |
| 7   | How does this design address undesirable behavior at the waterfront?   | -This conceptual design strategy promotes an "eyes on the park" approach. With the rail trail extension in close proximity and proposed community development facing the park combined with the removal of the berm and re-organization of program elements, the intent is to provide a family friendly environment and improved safety for the site.  |

| <b>OPEN HOUSE COMMUNITY INPUT AND FURTHER RECOMMENDATIONS</b> |   |   |
|---|---|---|
| <b>NO.</b>  | <b>OPEN HOUSE COMMUNITY INPUT</b>   | <b>PROPOSED DESIGN RECOMMENDATION</b>   |
| 8   | New washroom could be subject to flooding<br>- concern about waste getting into lake.<br>- Concerns about people camping in the new washroom building<br>- Proposed alternative changeroom location (where playground is currently shown) | -Flood plain analysis is recommended prior to building design or elevation of finished floor height to reduce the risk of flood damage.<br>- Washrooms can be programmed to be locked in the evenings<br>- Further community consultation should be included as a part of the detailed design to identify options for changeroom and playground locations.  |
| 9   | How is the knotweed being addressed through the design?   | -During excavation for the proposed parking lot and stormwater infrastructure there will be an opportunity to deal with the invasive species onsite. During preliminary research, the City of Chilliwack has developed methods of excavating and cooking the invasive material at very high temperatures. A similar approach is recommended during construction of the parking lot to deal with the invasive species. |
| 10  | It would be great to have a spot for canoe/kayak storage.   | -There is an opportunity for the Village of Slocan to provide lockable canoe/kayak storage. There is potential to generate revenue or to offer this as a free service.  |
| 11  | Sand gets removed from here due to wave action and deposited next to existing boat launch. This requires moving the sand from the boat launch and depositing in the proposed hand boat launch.  | - Continue to monitor and develop an erosion plan in conjunction with the detailed design of the park area.   |
| 12  | The ramp from the breakwater “nose” down to the breakwater dock is too steep at low water. Need a better solution to get from the “nose” to the dock at low water.  | -This may be addressed during detailed design. This point is a noted concern and deserves further design consideration.   |
| 13  | We’d love a hand boat launch for canoes and kayaks. The best spot is just south of the motorized boat launch.   | -A designated hand boat launch, parking, and signage should be accommodated for during detailed design. The area southwest of the motorized boat launch is felt to be the optimal location.   |
| 14  | What’s happening around the gazebo - What is the landscaping there and how does it improve the gazebo and its issues?   | -The conceptual waterfront strategy integrates BC Rec Sites and Trails design for the Slocan Valley Rail Trail parking lot and proposed pathway alignment.  |

| <b>OPEN HOUSE COMMUNITY INPUT AND FURTHER RECOMMENDATIONS</b> |   |   |
|---|---|---|
| <b>NO.</b>  | <b>OPEN HOUSE COMMUNITY INPUT</b>   | <b>PROPOSED DESIGN RECOMMENDATION</b>   |
| 15  | <p>Dog Park should be on the main beach, not where it is. So people aren't separated.</p> <ul style="list-style-type: none"> <li>-Fenced, gated entry to the Slocan Rail Trail with a gate and appropriate dog signage.</li> <li>- Dogs may spread disease into the water.</li> </ul> | <p>-The community survey indicated that animal control on the main beach is a top concern. This conceptual design attempts to address this issue by providing a designated area where dogs can be off-leash and swim. Further public consultation is recommended as this can be a polarizing issue.</p> |

## Phasing

The project phasing is proposed as follows:

| <b>SLOCAN WATERFRONT DEVELOPMENT - PRELIMINARY PHASING ANALYSIS</b> |   |
|---|---|
| <b>PHASE</b>  | <b>PHASE DESCRIPTION</b>  |
| 1   | <ul style="list-style-type: none"> <li>• Official Community Plan Amendments to Land Use Map to apply "Park" Land Use to areas currently not under "Park" Land Use Designation. May also include a review of development approvals procedures for land acquisition and/or parks dedication</li> <li>• Floodplain Assessment to ensure lakefront flooding won't pose a risk to future buildings &amp; infrastructure</li> <li>• Geotechnical Investigation to inform building foundations, paving design, stormwater design</li> <li>• Complete a parking study to identify parking needs for visitors, long-term parking, and boat parking.</li> <li>• Begin discussions for land acquisition of identified private land that is desired to develop the parking area for the park</li> <li>• Seek funding for improving signage and wayfinding to ensure effective and coordinated signage prior to park development</li> <li>• Rec Sites and Trails BC to complete new parking lot and revised trail design</li> <li>• Fence dog beach</li> <li>• Complete installation of the break wall</li> <li>• Detailed design for stairs and ramp</li> </ul> |
| 2   | <ul style="list-style-type: none"> <li>• Seek funding for detailed design and construction of park and buildings (excludes parking lot until land is acquired)</li> <li>• Complete signage and wayfinding strategy with standards and apply for funding for implementation</li> </ul>   |
| 3   | <ul style="list-style-type: none"> <li>• Construction of park and buildings</li> <li>• Implementation of signage and wayfinding - Slocan Waterfront only or community wide (funding dependent)</li> </ul>   |

| <b>SLOCAN WATERFRONT DEVELOPMENT - PRELIMINARY PHASING ANALYSIS</b> |   |
|---|---|
| <b>PHASE</b>  | <b>PHASE DESCRIPTION</b>  |
|   | <ul style="list-style-type: none"> <li>Seek funding for detailed design of parking lot, stormwater system and boat launch road redesign</li> </ul>  |
| 4   | <ul style="list-style-type: none"> <li>Infrastructure improvement: Burying or moving electrical system including overhead poles</li> <li>Construction of access road and parking lot including underground stormwater infrastructure</li> </ul> |

## Preliminary Cost Estimates

The consultants created a preliminary cost estimate for the Slocan Waterfront Development Strategy. The projected costs are broken down by phase below:

| <b>SLOCAN WATERFRONT DEVELOPMENT - PRELIMINARY PHASING ANALYSIS</b> |  |                     |              |
|---|--|---------------------|--------------|
| <b>PHASE</b>  | <b>DESCRIPTION</b>   | <b>APPROX. COST</b> | <b>TOTAL</b> |
| 1   | Floodplain Assessment  | \$20,000            |              |
|   | Geotechnical Investigation and Site Survey                                       | \$40,000            |              |
|   | Parking Study  | \$15,000            |              |
|   | Secure funding for Signage and Wayfinding Strategy (Potential for Grant funding) | TBD                 |              |
|   | Slocan Valley Rail Trail upgrades and parking lot                                | RSTBC               |              |
|   | Fence Dog Beach and install double gate system                                   | \$8,500             |              |
|   | Install remainder of break wall (assumes Village of Slocan)                      | Village             |              |
|   | Detailed design for stairs and ramp  | \$15,000            | \$97,500     |
| 2   | Detailed design for park, buildings, and site amenities                          | \$75,000            |              |
|   | Complete Signage and Wayfinding Strategy   | \$25,000            | \$100,000    |
| 3   | Construction of Park Improvements: Hard surfaces and trails                      | \$300,000           |              |
|   | Construction of Park Improvements: Buildings                                     | \$350,000           |              |
|   | Construction of Park Improvements: Landscape                                     | \$200,000           |              |
|   | Construction of Signage, Wayfinding, and Entry Features                          | \$85,000            |              |
|   | Construction of Park Shelter, Fire pit, BBQ's                                    | \$55,000            |              |
|   | Construction/Installation of Benches and Seating                                 | \$125,000           | \$1,215,000  |

**SLOCAN WATERFRONT DEVELOPMENT - PRELIMINARY PHASING ANALYSIS**

| PHASE | DESCRIPTION  | APPROX. COST | TOTAL     |
|-------|--|--------------|-----------|
|       | Construction of Natural Playground                       | \$100,000    |           |
| 4     | Construction of Parking Lot and Boat Launch Improvements | \$500,000    | \$675,000 |
|       | Stormwater Infrastructure                                | \$175,000    |           |
|       | Electrical and lighting                                  | TBD          |           |

**Notes:**

- All estimates are approximate, based on conceptual design drawings, exclude GST, and haulage.
- Preliminary budget is +/- 25% and should include a minimum 20% contingency.
- Preliminary budget does not include the cost to convert overhead powerlines to underground.
- Preliminary budget does not include the cost to implement underground sewer system.

