

1. INTRODUCTION

The Village of New Denver is seeking to create the New Denver Downtown Revitalization Plan (NDDRP) to establish a community vision and direction for the future. Today, we are seeking community feedback on Early Directions before developing the draft NDDRP.

PROJECT OVERVIEW

The primary purpose of the New Denver Downtown Revitalization Plan (NDDRP) is to provide a vision and roadmap for future land use and urban design in Downtown New Denver. The NDDRP will include objectives, policies, guidelines, conceptual designs, and implementation priorities to guide the Village and community in future decision-making and investment. Downtown Revitalization Plans typically include topic areas such as Land Use, Transportation, Parks and Open Space, Sustainability (e.g., climate action, stormwater management, etc.), Urban Design, and Placemaking.

The New Denver Downtown Revitalization Plan (NDDRP) process involves three primary phases:

- Startup and Background Analysis
- Community Consultation
- Plan Development



PROCESS OVERVIEW



BACKGROUND ANALYSIS
July / August 2023 - Project Team
Technical analysis of existing conditions to identify challenges and opportunities and outline a policy framework to inform the project. Outcomes will inform the content of the Ideas Fair and online discussions.



IDEAS FAIR & SURVEY
August / September 2023 - Public
An interactive consultation event – along with a corresponding public survey – to harvest public feedback and generate high-level ideas and early directions for the future of Downtown New Denver.



INTERVIEWS
September / October 2023 - Stakeholders
Targeted interviews will then be used to fill any information gaps. From there, a set of key elements and scenarios will be developed into Early Directions.



POP-UPS & DISCUSSION
September / October 2023 - Public
Pop-up events around Downtown, along with online discussions, will extend the reach of the Ideas Fair to the wider community.



EARLY DIRECTIONS
October / November 2023 - Staff/Stakeholders
Based on the Background Analysis and Round 1 of Community Engagement, the Project Team will develop draft Goals, Principles, and Early Directions for the Downtown Revitalization Plan. The Early Directions are developed in order to receive further feedback from staff and key stakeholders.

WE ARE HERE



OPEN HOUSE (DRAFT PLAN)
December 2023 / January 2024 - Public
The draft Downtown Revitalization Plan will be presented for public comment at a digital Open House and corresponding online engagement. A final draft will then be iteratively refined with staff.



COUNCIL PRESENTATION
January 2024 - Public
The final Downtown Revitalization Plan will be presented to Council at a public meeting.



2. EARLY DIRECTIONS

Based on the Background Analysis and Round 1 of Community Engagement, the Project Team has developed the following Early Directions for Downtown. The purpose of these Early Directions is to receive further feedback and inform the development of the Draft NDDRP.

1

6th Ave - Improved Streetscape

Pedestrian-oriented streetscape design through narrowing of the street, traffic calming, pedestrian zones, accessibility and age-friendly improvements, landscaping, and stormwater management. Starting with short-term improvements/pilots leading to long-term change including seating bike racks, bins, and the movement of power poles off 6th Ave.

2

Flex/festival Street + All Season Gathering Space

A new year-round multifunction public space (e.g., market, events) to provide public gathering opportunities in the downtown area. Space is to either be realized through the purchase of the existing Friday Market site, wrap-around plaza (e.g., within the existing ROW), or street plaza on a side street.

3

Downtown Gateway

A new downtown gateway including a new welcome centre, improved wayfinding and highway crossings, public art, and parking for emerging tourism opportunities (e.g., motorcycle and bike). Gateway to provide a sense of arrival to New Denver's Downtown area.

4

Waterfront Connection

Improved waterfront connection including views to the lake providing visual interest from Downtown. New multifunctional public space opportunities (e.g., seating, picnic, play) programming (e.g., music, events), shelter and structures, beach/water access, and wayfinding and interpretive signage.

5

Blue-Green Strategy

Improved landscaping, street trees, and integrated stormwater management including local, low-cost, and character-defining vegetation.

6

Slocan Greenway

A lush Slocan Greenway with a meandering gravel path, RV parking, wayfinding, and bioswales to provide additional parking and recreation opportunities to the Downtown.

7

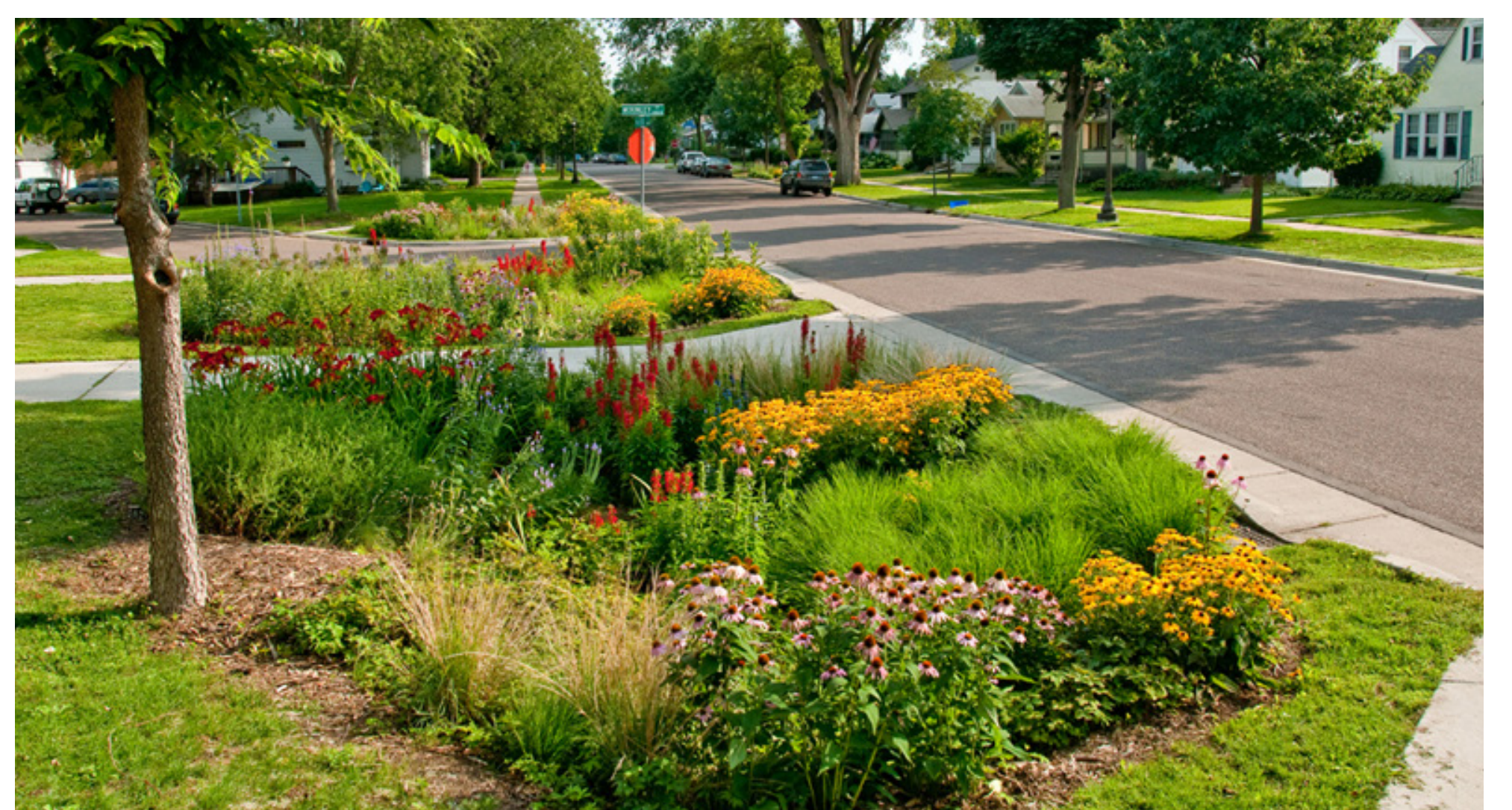
Side Street Strategy

A flexible approach to the side streets allows Downtown to flow and fluctuate over time with elements including additional parking, active transportation infrastructure, parklets, and open spaces.

8

Enhancing Connections & Accessibility

Enhancing Connections to and within Downtown including the new pedestrian bridge linking south New Denver, Centennial Park, Nikkei Internment Memorial Centre, trails, and the Highway through additional wayfinding, active transportation infrastructure, and accessibility improvements.



3. EARLY DIRECTIONS - ILLUSTRATIONS

6TH AVE - STREETSCAPE IMPROVEMENTS

Pilot short-term improvements to inform long-term change including street narrowing, traffic calming, and expanded and flexible pedestrian zones.

The short-term concept includes moveable bike racks, planters, and seating. The final concept includes dark sky-friendly LED lighting with banners, seating, bike racks, flex space (e.g., patio zones), bins, landscaping and street trees, and the movement of power poles off 6th Ave.

KEY ELEMENTS

- + Seating
- + Flex Spaces
- + Landscaping
- + Stormwater management
- + Bike Racks
- + Bins
- + Flex space (e.g., patio zones, business spill-over space)
- + Accessibility and age-friendly improvements

SHORT-TERM CONCEPTUAL STREETSCAPE

LONG-TERM CONCEPTUAL STREETSCAPE

See next page for more detailed streetscapes

FLEX/FESTIVAL STREET + ALL SEASON GATHERING SPACE

A new year-round multifunctional public space and a seasonal event space provide more public gathering opportunities in downtown.

Year-round space to be realized by purchasing the existing Friday Market site or creating a wrap-around plaza/parklet (e.g., within the existing ROWs). Seasonal event space to be realized through seasonal 6th Ave closures and pedestrianization.

KEY ELEMENTS

- + Multifunctional, year-round public space
- + Space for market/events/programming
- + Multiple site option and implementation

PUBLIC SPACE OPTIONS

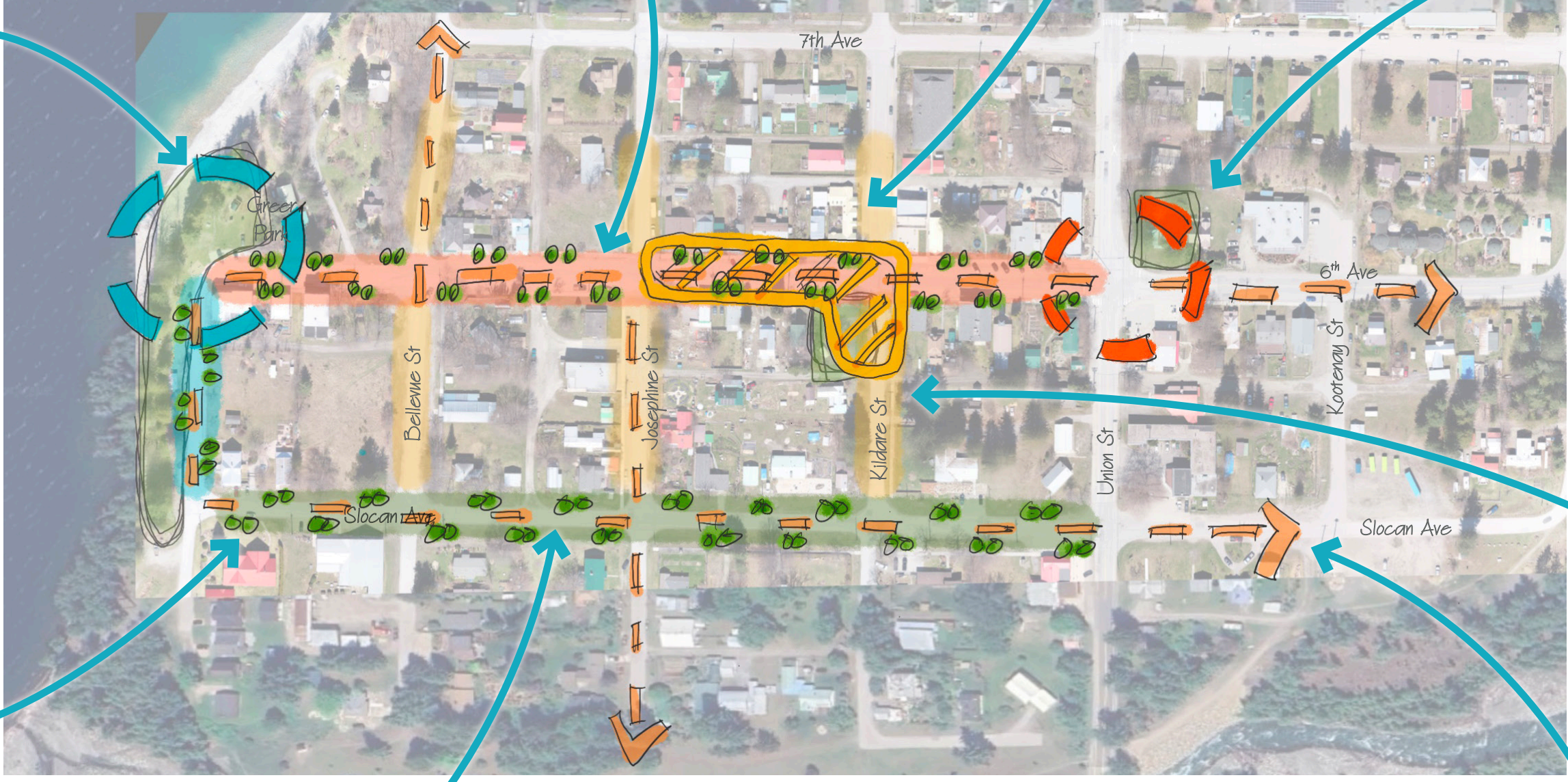
WATERFRONT CONNECTION

Improved physical and visual waterfront connections, including clear lines of site, new multifunctional public space opportunities (e.g., seating, picnic, play) programming (e.g., music, events), shelter and structures, beach/water access, wayfinding, and interpretive signage.

KEY ELEMENTS

- + Views to the lake
- + Visual interest from 6th Ave
- + Seating, picnic, play
- + Shelter
- + Beach/water access
- + Wayfinding/interpretive signage

GREER PARK PUBLIC SPACE



DOWNTOWN GATEWAY

A new downtown gateway including a new welcome centre, improved wayfinding and highway crossings, public art, and parking for emerging tourism opportunities (e.g., motorcycle and bike). Gateway to provide a sense of arrival and encourage passing motorists to stop and visit downtown New Denver.

KEY ELEMENTS

- + Welcome Centre
- + Washroom
- + Wayfinding
- + Public Art
- + Motorcycle and bike parking
- + Improved intersection and highway crossing

SIDE STREET STRATEGY

A flexible and adaptable approach to side streets allows evolution over time and different functions as needed – such as additional parking, active transportation infrastructure, and open spaces/parklets.

KEY ELEMENTS

- + Flexible
- + Parklets
- + Open Space
- + Active Transportation

BLUE-GREEN STRATEGY

Improved landscaping, street trees, and integrated stormwater management including local, low-maintenance, and character-defining vegetation.

KEY ELEMENTS

- + Landscaping
- + Street trees
- + Integrated Stormwater Management
- + Local, authentic, character defining vegetation

SLOCAN GREENWAY

A lush Slokan Greenway with a meandering gravel path, temporary RV parking, wayfinding, and rain gardens that provide additional parking, stormwater capacity, and recreation opportunities in the Downtown.

KEY ELEMENTS

- + Meandering trails
- + Rain gardens/swales
- + Temporary RV and trailer parking
- + Wayfinding
- + Landscaping

CONCEPTUAL STREETSCAPE

ENHANCING CONNECTIONS & ACCESSIBILITY

Enhancing connections to and within Downtown including to/from the new pedestrian bridge linking south New Denver (e.g., Centennial Park, Nikkei Centre), new and existing trails, and across the Highway through additional wayfinding, active transportation infrastructure, accessibility improvements, and stormwater management (e.g., landscaping, rain gardens).

KEY ELEMENTS

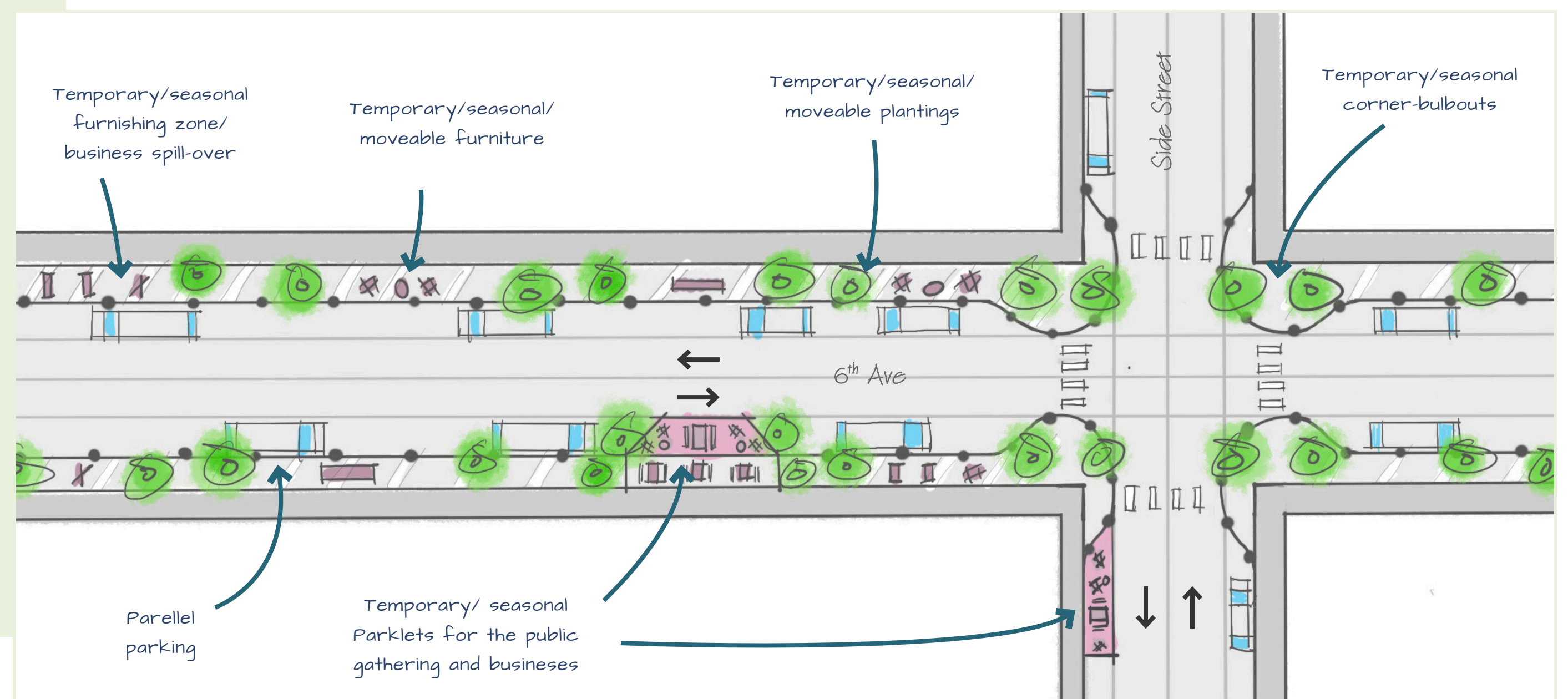
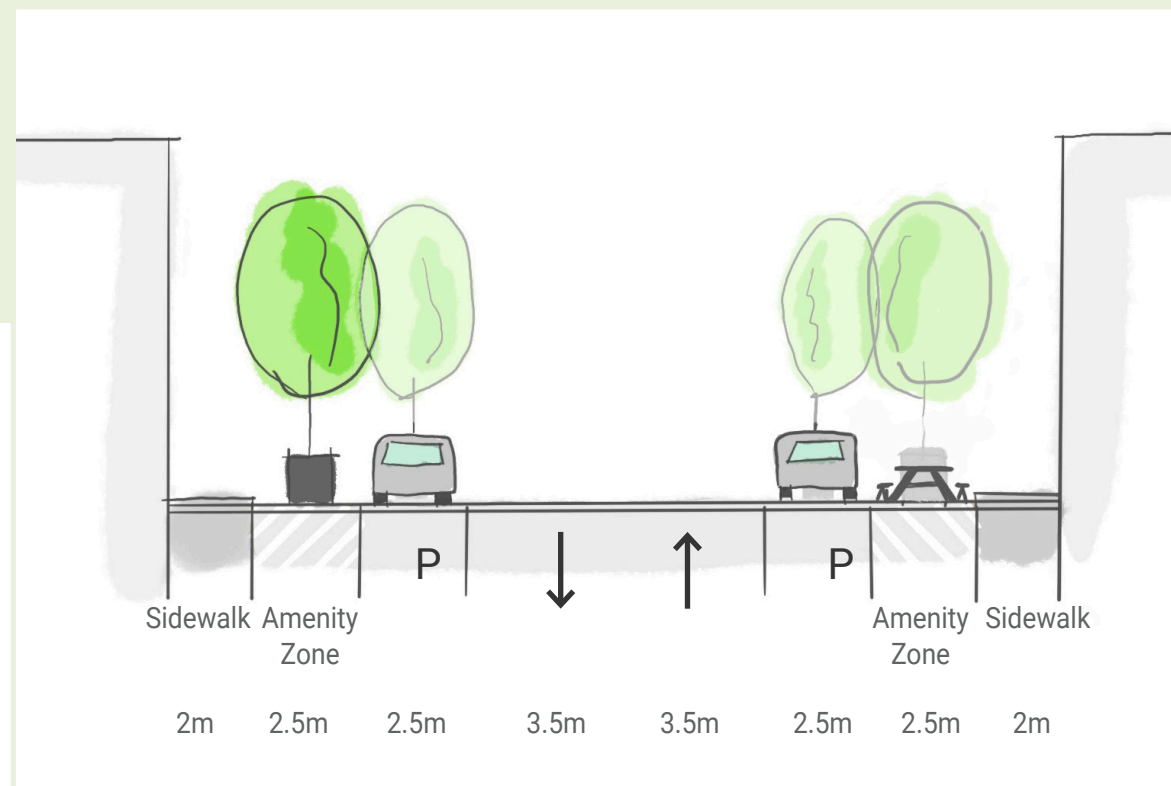
- + Wayfinding
- + Connections to south New Denver
- + Active transportation
- + Waterfront paths

4. EARLY DIRECTIONS - 6TH AVE

6th Ave Conceptual Streetscape Short-term

The short-term design for 6th Ave envisions temporary and seasonal interventions including narrowed traffic lanes to allow for amenity zones with planters, moveable furniture, gathering spaces, pedestrian space, and more room for businesses (e.g., patio seating).

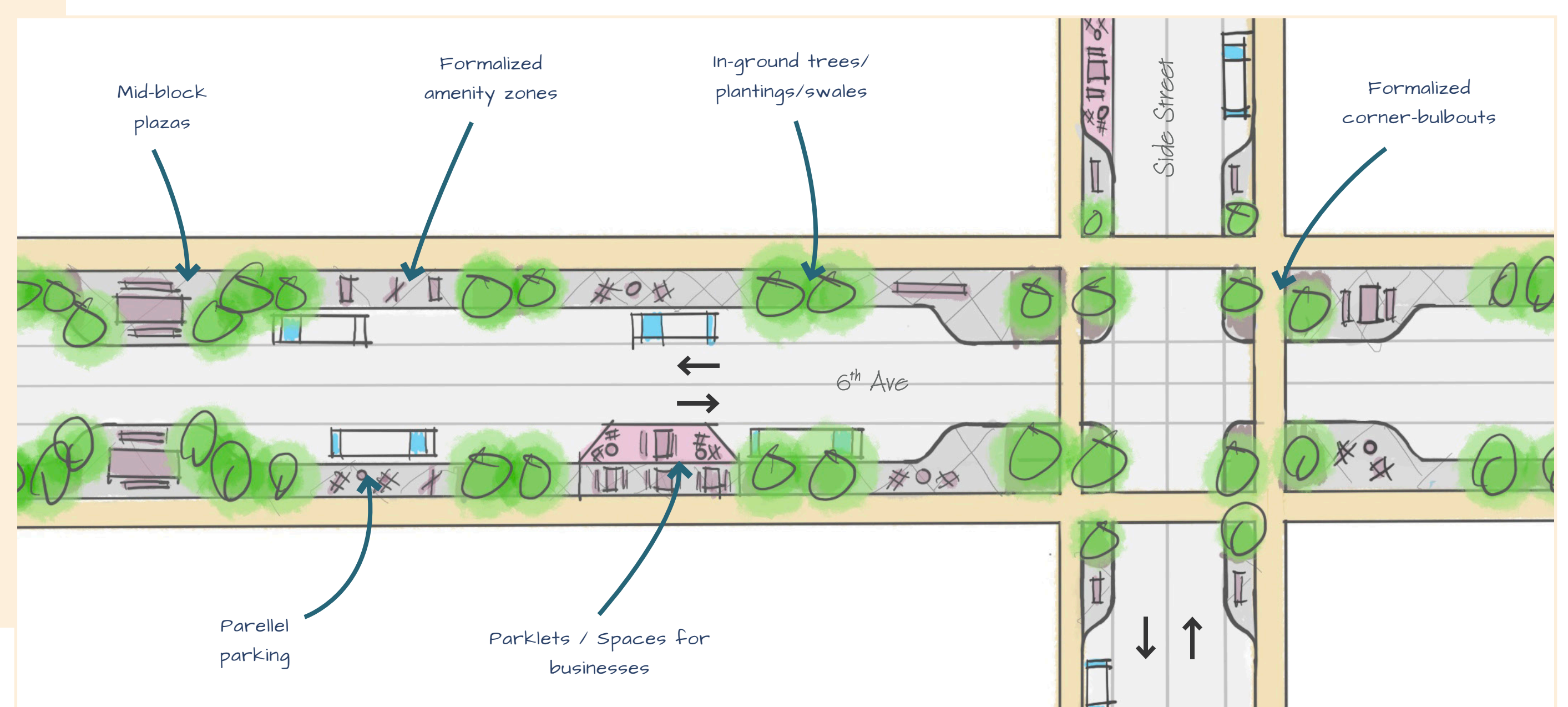
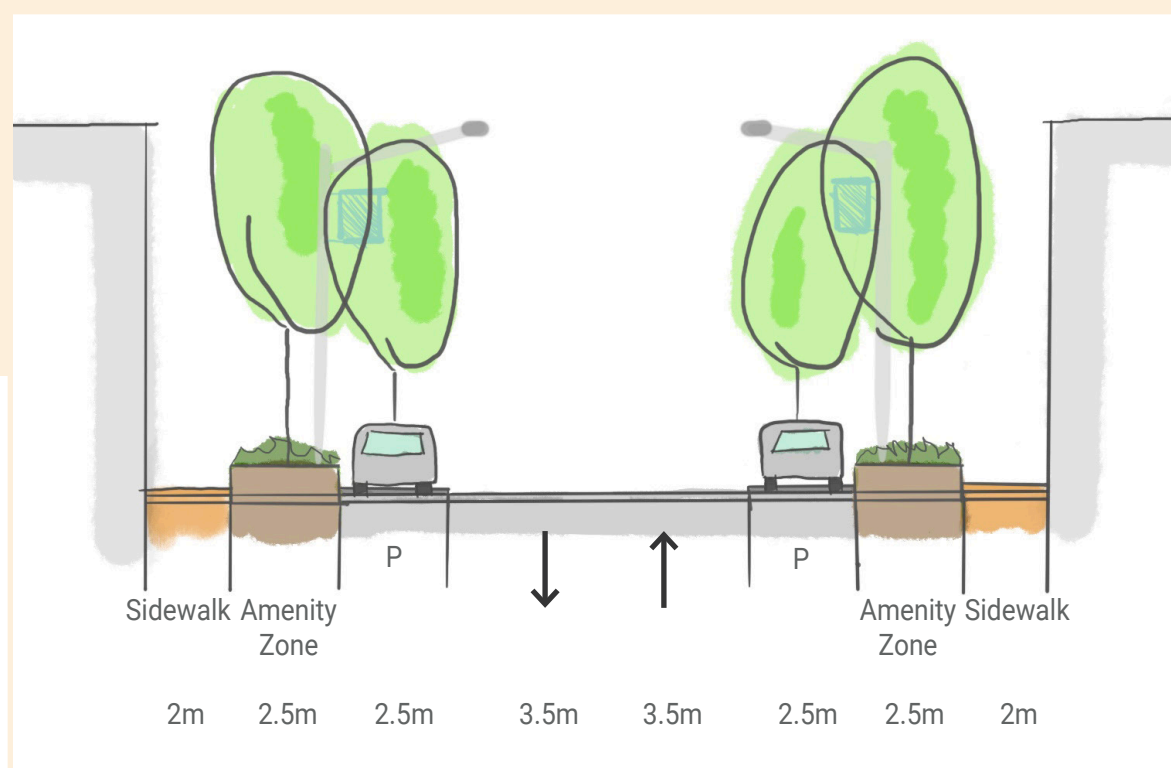
Temporary or seasonal changes allow the Village to affordably pilot different designs to understand what works and what doesn't for the community and will ultimately inform the Long-term design of 6th Ave.



6th Ave Conceptual Streetscape Long-term

The long-term design for 6th Ave envisions formalized pedestrian spaces and amenity zones for seating, bicycle parking, landscaping, and people spaces in the form of parklets or on-street plazas. Parallel parking is proposed to save space and slow traffic.

The conceptual streetscape will be realized strategically when grant funding or other funding sources become available, and may be informed by piloting designs in the short-term.



One-way VS Two-way Streets

Popular in the 1960s and 1970s, select communities pursued one-way circulation in their downtowns as an opportunity to support improved traffic flow, create additional travel lanes, move vehicles through downtown at higher speeds, and reduce overall street width to create space for other functions, such as on-street parking.

While generally seen as successful in moving vehicles more efficiently, one-way circulation has become less common in recent years as many communities seek to prioritize downtown livability and create safe conditions for people walking and cycling. One-way circulation generally supports higher travel speeds and results in added vehicle circulation and trip distance with impacts on surrounding minor or residential streets, both seen as key drawbacks. One-way streets also lead to less favourable cycling conditions where in the absence of dedicated cycling facilities, a cyclist is unable to travel against the flow of traffic on a one-way street. Further, the resulting intersection design and circulation patterns create confusion and uncertainty among all street users, particularly visitors and those unfamiliar with the community.

Slower traffic under a two-way street configuration also means motorists have more opportunity to notice businesses, parks, and attractions. Two directions of travel provide two different perspectives and opportunities to notice the local community.



5. WHAT DO YOU THINK?

What do you like? What's missing? What could be improved?

Please use the space below to tell us what you think about the Early Directions for the NDDRP.