







| Guiding Policy Principle | Big Move | Actions | Why is this necessary and how does this it support the Vision? | | | | | | | | | | | | | | | |
|---|---|---|--|-------------------|----------------|--------|--|-------------------------|---------|---|---|----------|--|--|----------|---|---|---|
| <div>Mixed-Use Growth Area</div> <div></div> <div>Economic Viability</div> <div></div> <div>Pedestrian Scale</div> <div></div> <div>History & Sense of Place</div> <div></div> <div>Economic Viability</div> <div></div> <div>Okanagan Connections</div> <div></div> | <div>1</div> <div>Update OCP and Zoning regulations to establish clear design expectations that maintain the identity of Downtown Peachland and align with economic feasibility.</div> <div>Urgency: <u>Very High</u></div> <div>Timeline: <u>Immediate</u></div> | <div>Adopt New and Clarifying OCP Policy</div> <div><ul style="list-style-type: none">Update the Official Community Plan with a new “Downtown” designation with supporting policies for the strategy area informed by the 10 Guiding Principles.Implement new Design Guidelines for Downtown Peachland to ensure that development aligns with the Vision and Principles, including objectives such as:<ul style="list-style-type: none">New development maintains the historic, small-scale pattern of individual, narrow, and unique building facades;New development is sensitive to the existing context and authenticity;Prioritizes pedestrians and is scaled to complement existing character;</div> <div>Align Zoning Regulations with Economic Feasibility</div> <div><ul style="list-style-type: none">Amend Zoning within the DRIS Plan area to accommodate mixed used developments that aligns with current economic feasibility parameters identified by the DRIS process. Incorporate the following parameters into Zoning:</div> <table><tr><th></th><th>Beach Avenue Area</th><th>Waldo Way Area</th></tr><tr><td>Height</td><td>16.8 metres (5 storeys) (No change)</td><td>23 metres (6-7 storeys)</td></tr><tr><td>Density</td><td>Increase base density to 3.0 FSR¹ (Currently limited by density bonus and 67% residential maximum)</td><td>Increase base density to 3.5 FSR² (Currently limited by density bonus)</td></tr><tr><td>Setbacks</td><td>No setbacks 1st and 2nd storey Mandatory 3.0 metre step-back above 2nd storey (facing street)</td><td>No setbacks 1st and 2nd storey Mandatory 3.0 metre step-back above 2nd storey (facing street)</td></tr><tr><td>Land Use</td><td>Ground level commercial mandatory Minimum 1 entrance every 15 metres. Maximum commercial size 1,000m² Must include residential uses.</td><td>Ground level commercial optional. Must include residential uses.</td></tr></table> | | Beach Avenue Area | Waldo Way Area | Height | 16.8 metres (5 storeys) (No change) | 23 metres (6-7 storeys) | Density | Increase base density to 3.0 FSR ¹ (Currently limited by density bonus and 67% residential maximum) | Increase base density to 3.5 FSR ² (Currently limited by density bonus) | Setbacks | No setbacks 1 st and 2 nd storey Mandatory 3.0 metre step-back above 2 nd storey (facing street) | No setbacks 1 st and 2 nd storey Mandatory 3.0 metre step-back above 2 nd storey (facing street) | Land Use | Ground level commercial mandatory Minimum 1 entrance every 15 metres. Maximum commercial size 1,000m ² Must include residential uses. | Ground level commercial optional. Must include residential uses. | <div>Updating the Official Community Plan (OCP) by implementing new architectural design guidelines for Downtown Peachland will establish clear expectations for architectural design elements that reflect Peachland’s character while promoting high-quality mixed-use spaces.</div> <div>Current zoning is outdated and imposes significant economic barriers to redevelopment. Creating more economic feasibility and certainty for development projects, while enforcing character requirements such as building stepbacks and commercial unit width, will support implementation of the Vision.</div> <div>These actions increase opportunities for a variety of new housing types within mixed use developments, which is critical to the success of Downtown.</div> |
| | Beach Avenue Area | Waldo Way Area | | | | | | | | | | | | | | | | |
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¹ The current C2 zone permits up to 1.1 FAR without a density bonus payment, and up to 4.0 FAR with a density bonus payment. Residential uses are currently limited to 67% of total floor area.

² The current CR1 Zone permits up to 0.75 FAR without a density bonus payment, and up to 3.0 FAR with a density bonus payment (or for non-profit housing).

2

Actively prioritize and financially invest in the growth and development of the Downtown.

Urgency: High
Timeline: Begin detailed implementation and resource/financial planning immediately.

Change is Supported



Advocacy & Partnerships



Economic Viability



Provide Financial Incentives

- Develop financial incentives with the following actions:
 - Revise and re-instate the Downtown Revitalization Tax Incentive Program to apply to commercial development within the designated downtown area when associated with new mixed-use developments.
 - Following completion of the new DCC rates in 2025, establish a DCC reduction program aimed at incenting new multi-unit residential development within the Downtown.
 - Develop a revised density bonus program for Downtown Peachland to create opportunities for additional residential uses while obtaining contributions to needed amenities such as rental housing, new community spaces, and shared parking facilities.
- Streamline the approval process and prioritize downtown development applications for mixed-use developments. A predictable and fast process saves developers time; which translates to significant cost savings.
- Incorporate capital projects (water, sewer, and road frontage) into the DCC program that are necessary to support growth in the Downtown Area. Incorporating upgrades necessary to support Downtown Growth into the DCC funded program ensures there are no surprises to developers, and this certainty of not having to pay for costly off-site upgrades acts as a significant financial incentive.

Actively Undertake Economic Development

- Create a dedicated economic development function for the District of Peachland which would be responsible to advocate for and attract new development, specifically:
 - Pursue development of large-scale tourist accommodation within the Downtown such as a hotel or spa resort.
 - Establishment a Business Improvement Area (BIA) or partner with the Chamber of Commerce to coordinate efforts among local businesses, enhance marketing strategies, and fund events that attract visitors.
 - Prioritize pursuit of grant funding opportunities, such as the Rural Economic Diversification and Infrastructure Program (ReDIP), or others provided by the Union of BC Municipalities (UBCM) and Federation of Canadian Municipalities (FCM) to support investment in downtown growth.

To support implementation, a clear message to the development community and investors that Downtown Peachland is ready for new growth is needed. To do so, the District needs to actively advocate for development investment in Downtown.

Financial incentives will drive new development, particularly when incentives can be ‘stacked’ together to maximize the incentive.

This is a critically important action to supplement the new regulations identified in Big Move 1.

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| | | <ul style="list-style-type: none">Partner with regional organizations, specifically the Regional District of Central Okanagan Economic Development Commission, Thompson Okanagan Tourism Organization, and Tourism Kelowna to advocate for the promotion and development of regional tourism initiatives in Peachland. <p>Capitalize on Municipal Land</p> <ul style="list-style-type: none">Develop a strategy for municipal land in the downtown that identifies opportunities for mixed use development and necessary amenities. This will inform both partnership development and/or sale (disposition) of municipal land.Identify and pursue partnership opportunities for a catalyst redevelopment project in Downtown Peachland. | |
| <p>Economic Viability</p>  <p>Pedestrian Scale</p>  | <p>3</p> <p>Modernize Parking Policies</p> <p>Urgency: Very High</p> <p>Timeline: <u>Immediate</u></p> | <p>Reduce Parking Requirements</p> <ul style="list-style-type: none">Reduce parking requirements in the Zoning Bylaw to support economic viability for new development by:<ul style="list-style-type: none">Amending the Zoning Bylaw to reduce minimum parking requirements for multi-unit residential developments in the downtown 1.0 stall per unit.³Amending the Zoning Bylaw to eliminate commercial off-street parking requirements for new retail and customer focused businesses located within the Beach Avenue area of Downtown.⁴ <p>Initiate Parking Demand Management</p> <ul style="list-style-type: none">Implement parking demand management strategies identified in the 2016 Parking Policy Review & Management Strategy throughout the Downtown area, beginning with time-limited parking in high-demand areas.Ensure that parking utilization is monitored on a regular basis and parking management strategies are modified to ensure on-street parking remains available.Amend the Peachland Traffic Regulation Bylaw No 1856 to limit trailer and/or recreational trailer parking within the Downtown to ensure that more parking is available for Downtown visitors. Explore opportunities to establish a formalized | <p>Current parking requirements place significant limitations on development feasibility.</p> <p>Reducing parking requirements for new residential reflects practices being undertaken in communities throughout BC and allows development to broadly address the needs of the community rather than prioritizing vehicles.</p> <p>Previous research shows that there is adequate on-street parking to support an expansion of commercial uses.</p> |

³ The current zoning bylaw requires 1.5 parking stalls per apartment. A ratio of 1.0 – 1.2 may be achievable on larger development sites west of waldo way, however due to economic and site limitations to multi-level parking, sites along Beach Avenue are likely only able to provide 1.0 stall per housing unit.

⁴ See Figure 1, ‘DRIS Boundaries’ Map

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| | | <p>trailer parking location that is outside of Downtown Peachland.</p> <ul style="list-style-type: none">Implement shared parking solutions for Downtown businesses with new residential developments, such as daytime commercial parking in residential building parkades, or a municipally owned shared parking area though partnership. | |
| <div>Community and Connections</div> <div></div> <div>Pedestrian Scale</div> <div></div> <div>Year-Round Tourism & Hospitality</div> <div></div> <div>Waterfront</div> <div></div> | <div>4</div> <div>Activate Public and Pedestrian spaces in Downtown Peachland</div> <div>Urgency: Medium</div> <div>Timeline: As soon as financial resources can be made available.</div> | <div>Expand and Activate Space for People</div> <ul style="list-style-type: none">Expand public space on Beach Avenue by reconfigure the West side of the street to replace angular parking with parallel parking and to expand the patio and pedestrian area fronting Beach Avenue businesses. This revamped urban design will improve pedestrian comfort, accessibility and experience, and provide additional space for patios and interactions with businesses.⁵Update the Parks and Recreation Master Plan with a focus on the Downtown and Buchanan neighbourhood to identify investments in activating spaces event space, and identifying activities and attractions to generate additional downtown visitorsUpdate the Parks and Recreation Master Plan to identify new opportunities for space activation improvements such as pocket parks, additional benches, picnic, and play areas. <div>Improve Wayfinding and Traffic Calming</div> <ul style="list-style-type: none">Implement traffic calming measures along Beach Ave (specifically at all intersections and pedestrian crossings), which could include speed humps, signage, pavement markings, raised crosswalks, etc.) including additional crosswalks, as identified in the Active Transportation Network Plan Projects 9, 19, and 24) | <div>Enhancing public spaces with programmed activities will draw people to downtown, support businesses, and create a more engaging and vibrant downtown.</div> <div>These change, together with the other Big Moves, are intended to capitalize on the incredible vistas in Downtown Peachland, encourage people to stay and linger, and support it as a destination for leisure and tourism.</div> |

⁵ Angular parking will provide approximately 30% more parking than parallel parking. However, the current amount of approved on-street-patios occupying approximately 30% of the parking spaces on Beach Avenue between 1st and 3rd Streets. New businesses, and any new subsequent patios will result in there being less available parking. Changing to parallel parking will reduce the total number of stalls, but given expected demand for new patios associated with Downtown redevelopment

Community & Connections



Pedestrian Scale



Okanagan Connections



5

Invest in improved active transportation connections to and within the Downtown.

Urgency: Medium

Timeline: As soon as financial resources can be made available.

Active Transportation Improvements

- Invest in pre-identified priority active transportation improvements between Downtown and other Peachland neighbourhoods at Highway 97 crossing points, to specifically improve connectivity to the Trepanier, Princeton, and Ponderosa neighbourhoods for active transportation users.
- Install bike racks and end of trip facilities at: 1st Street, 2nd Street, and along Beach Ave, as identified in Priority Action 24 in the Active Transportation Network Plan.
- Continue to build the continuity and success of the Trail of the Okanagan to establish Downtown Peachland as a regional active transportation destination, by investing in trail improvements while also pursuing partnership and grant funding opportunities.
- Install new stairways to improve pedestrian access to the lake front / beach through the riprap at various location, as identified in Action 39 in the Active Transportation Network Plan. This would also support lake access for non-motorized water sports users (i.e., kayakers and paddleboarders). Install signage directing pedestrians from downtown to beachfront stairwell entry points.
- Investigate expansion of a season shared micromobility program to Peachland (i.e. scooters, e-bikes).

Improving cycling infrastructure and enhancing connectivity between Peachland's neighborhoods and its downtown supports year-round accessibility. Safe and comfortable active transportation infrastructure will reduce reliance of vehicle trips and parking from local residents.

These improvements will capitalize on the increasing availability of e-bikes to strengthen the role of Downtown Peachland as a local and regional active transportation destination.