Sustainable Downtown Peachland Plan

Prepared by the **Design Centre for Sustainability**
For the **District of Peachland**
May, 2010

PEACHLAND
ON THE LAKE

Design Centre for Sustainability
School of Architecture + Landscape Architecture
THE UNIVERSITY OF BRITISH COLUMBIA

Waldo Way Mews

Foreword

Those of us who live in beautiful, historic Peachland, feel proud and privileged to do so. We love the beauty that surrounds us, and we cherish the extraordinary community spirit that nourishes our social and cultural life. With our magnificent beach front and the pioneer character of our downtown core, Peachland provides for its residents and visitors a unique example of small town charm.

And yet, despite its pleasant aspect from Beach Avenue, our downtown backstreets reveal a town centre poised for renaissance. Past attempts to encourage developer investment have floundered, due in part to economic uncertainty, and in part to controversy over the nature and extent of development that should occur. It is for these reasons that the newly elected Peachland District Council decided to make the creation of a community-driven vision and plan for the revitalization Peachland's downtown core one of its top priorities.

With its outstanding reputation for managing community based planning processes, we sought out, and were fortunate to engage, the services of the University of British Columbia Design Centre for Sustainability, School of Architecture and Landscape Architecture, to lead us into the project by means of a design charrette. The result of the extended dialogue that then took place between community participants, stakeholder groups and the UBC sourced experts in sustainable development, community planning, architecture, and landscape architecture, is this remarkable report: A Sustainable Peachland Downtown Plan.

The report provides much more than a vision: it anchors that vision with principles, goals, objectives, indicators and targets, as well as specific strategies and actions to enable "on the ground" implementation. I believe that the document will prove to be an extraordinarily powerful tool to help us ensure that Peachland of the future is a model of sustainability and remains a wonderful place to live.

On behalf of Peachland District Council, I thank all those who have contributed to the development of the charrette report, and I look forward to the discussion and ideas that its public release will undoubtedly now generate.

Keith Fielding
Mayor, District of Peachland
May 1st 2010

ABOUT THIS REPORT

The Sustainable Downtown Peachland Plan captures the best efforts of participants to design a sustainable future for Downtown Peachland. Through workshops and a design event, the community has participated in generating a consensus vision of a vibrant, viable, and uniquely "Peachland" downtown area. The concept plan, strategies and implementation actions contained herein describe that vision.

Participants have created a bold vision for Downtown Peachland. Through the implementation process, the municipality will be challenged to work creatively to best achieve this vision within the context of community-wide priorities and fiscal realities. Some of the strategies will also require inter-governmental negotiation, as they rely on areas outside of municipal control. In some cases, challenges to implementation may require innovative approaches, or may be insurmountable.

In recognition of these challenges, the Sustainable Downtown Peachland Plan does not purport to describe every potential change in the core study site. Rather, it provides a detailed guide for future sustainable decision-making over the short, medium, and long term planning and design of Downtown Peachland. While the resulting neighbourhood may not look exactly like the one depicted herein, by seeking to achieve the spirit of the vision outlined in this report, it will meet the downtown vision, principles, goals and targets of the citizens of Peachland.

CENTRAL OKANAGAN FOUNDATION
empowering generations to give.

We would like to recognize the support of the Central Okanagan Foundation for this project.

TABLE OF CONTENTS

SECTION 1
BACKGROUND AND PROCESS

BACKGROUND

Officially founded 100 years ago with 20 residents on the shores of Lake Okanagan, the District of Peachland has evolved to become a close-knit residential community of 5000. A popular place to live, about 25% of Peachland's population are retired and a majority of the remaining homeowners earn their livelihood outside of Peachland.

Downtown Peachland is a gem of the Okanagan. Peachland is the only Okanagan community to have their downtown core situated on a nearly completely public waterfront, and residents cherish this and the surrounding natural environment. Downtown Peachland is located on a flat foreshore between Highway 97 and Lake Okanagan. The officially defined Downtown area extends between the Beach Avenue/ Highway 97 intersection in the south and just past Trepanier Creek in the north. This study examines the area between the two main access points to the town - at Beach Avenue/ Highway 97 in the south, and at Beach Avenue/ 13th Street, which connects to Highway 97 in the north. This study focuses on the commercial core located at the south end of downtown, with a minor examination of the smaller mixed-use area that creates a sense of entry at the Beach Avenue/ 13th Street intersection.

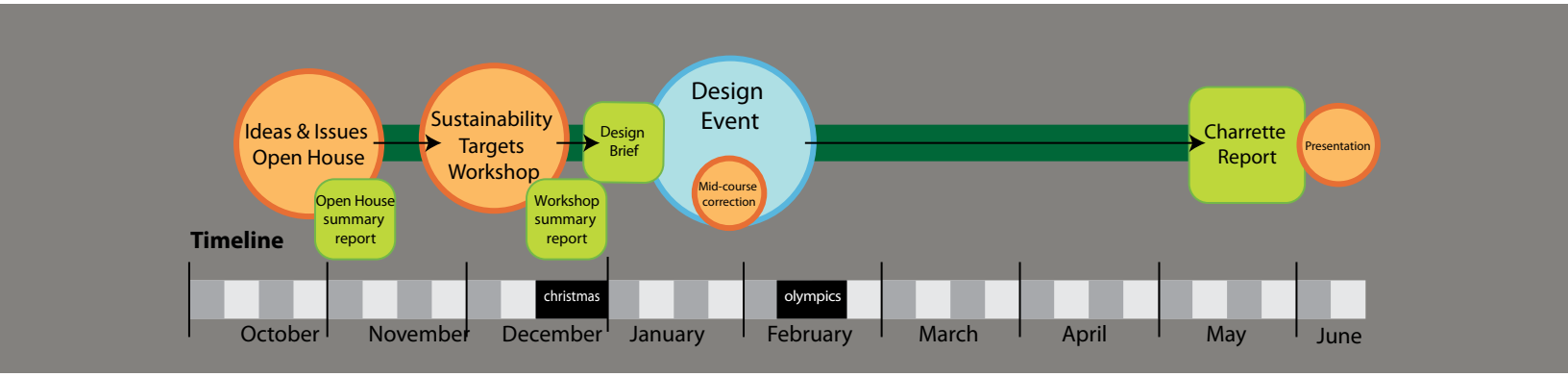
A number of key issues currently influence the vitality and liveability of Downtown Peachland. Population projections predict the District of Peachland will grow to reach between 6,698 and 8,334 residents by 2022. This will increase the housing demand in the community. In recent years, however, most of the focus of development has been outside of Downtown Peachland, with new homes locating away from downtown in the surrounding hillsides, and many key services (school, post office, library) relocating from downtown to the Peachland Village Mall. "The Gateway" at 13th Street and Beach Avenue, while creating a popular focal point for residents and visitors, also draws some vitality from the downtown core where a number of commercial units are unused. The downtown area represents one of few flat sites in the community, boasting a highly walkable, pedestrian-scale environment making it an ideal location for adding more housing development, which will also support the vibrant community centre desired by Peachlanders.

Parking is a multi-faceted issue given that this is a primarily hillside community, there are strong seasonal variations in demand, recreational vehicle and boat-trailer parking is required, and residents desire reduced parking immediately adjacent to the waterfront. The environmental and recreational amenities downtown are numerous, and balancing the needs of different recreational uses is paramount. The Sustainable Downtown Peachland Plan must address outstanding issues, while maintaining and enhancing the neighbourhood's many existing assets.

PROJECT PROCESS OVERVIEW

The goal of the Sustainable Downtown Peachland planning project was to generate a community informed and community supported vision for Downtown Peachland. To achieve this goal, the project used a stakeholder driven, multi-disciplinary process called a design charrette. A charrette is a collaborative planning and design process that engages multiple stakeholder groups to incorporate disparate viewpoints into a synthesized and sustainable solution – in this case, the Sustainable Downtown Peachland Plan. Charrettes use the collective expertise and interests of a round table format to explore and illustrate the consequences of planning and design decisions; constructively engage stakeholders in the design process; and, build community support for the final concept plan.

The Sustainable Downtown Peachland Plan charrette process included three phases: the Community Open House (October 28, 2009), the Community Targets Workshop (December 2, 2009), and the Community Design Event (January 18 - 20, 2010). The Community Open House informed the generation of the vision, principles, goals and objectives for the Sustainable Downtown Peachland Plan. The Community Targets workshop continued to frame a collective understanding of sustainability in the specific context of Downtown Peachland, focusing on sustainability indicators and targets. The Community Design Event used the input from the first two workshops to inform the generation of a Sustainable Downtown Peachland Plan. For more information about the workshops, please see Appendices C and D.



The charrette process used a Sustainable Planning Framework to provide a roadmap for developing the Sustainable Downtown Peachland Plan. The Framework synthesized community input, best practices, and existing policy to guide design decision-making at the Design Event. The Framework translates "big picture" thinking at the vision and principle level into goals, objectives, indicators and targets, as well as specific strategies and actions to enable implementation "on the ground". It creates a transparent linkage between practical strategies and actions and the goals and objectives. The Framework also facilitates efficient monitoring of implementation efforts by means of sustainability performance indicators and targets. As such, the Framework allows the District of Peachland to establish, communicate, implement and monitor its sustainability intentions in a clear, systematic and comprehensive way. The diagram on the following two pages identifies the components of the Sustainable Planning Framework, and how they were developed for this project. For the full Sustainable Downtown Peachland Planning Framework, please see Appendix F.

The outcomes of the charrette process are synthesized in this report, which provides an overall concept and detailed strategies and implementation actions for the core study site, as well as key approaches to addressing the context area in support of creating a vital and viable downtown area. This report represents the charrette team's vision for a sustainable downtown Peachland, and some aspects of this vision may pose implementation challenges for the municipality. This report will inform future revisions of the Beach Avenue Neighbourhood Plan and Official Community Plan.

Components of the

SUSTAINABLE PLANNING FRAMEWORK

word cloud illustrating prioritized words and phrases

2 VISION

The Vision describes the community's future aspirations, providing a source of inspiration and clear decision-making criteria. The Sustainable Downtown Peachland Vision was created using words and phrases that participants of the Community Open House prioritized from the current District of Peachland Vision.

the Sustainable Planning Framework

1 THEMES

Sustainability requires integrated-systems thinking. The Sustainable Planning Framework touches on all of the sustainability themes, in each of the tiers of the Framework so the resulting Sustainable Downtown Peachland Plan will address all aspects of sustainability.

PRINCIPLES 3

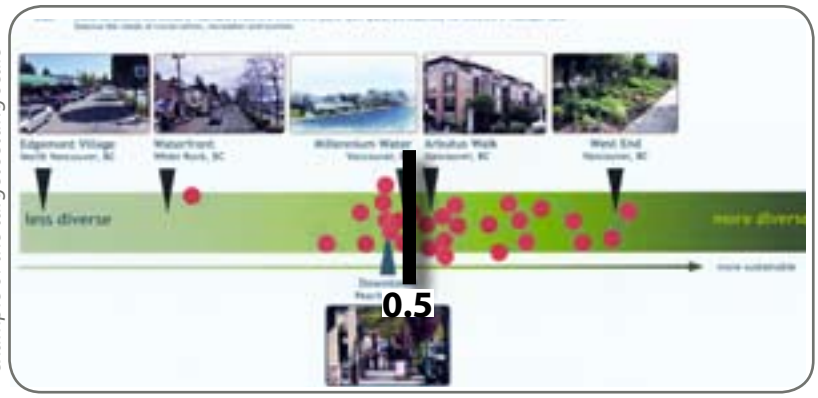
Principles define the "success outcome" we wish to achieve and guide the transition to a sustainable future. Each of the Downtown Peachland Plan principles links to a key aspect of the Vision, from conservation and access to the natural environment, through community consultation.

GOALS & OBJECTIVES 4

Goals are the broad statements that describe the desired condition to be achieved while objectives describe the steps needed to get there. Goals and Objectives for the Sustainable Downtown Peachland Plan were synthesized from the stories, visioning statements, and community assets collected at the Community Open House.

INDICATORS & TARGETS 5

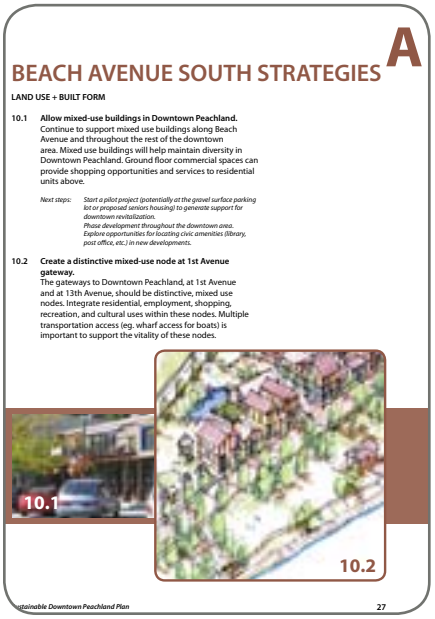
Indicators are tools for measuring progress towards a goal, while targets identify specifically what degree of progress is desired. Indicators were developed to address each objective and participants at the Community Targets Workshop set targets for these indicators.



example of the target setting scale

STRATEGIES & ACTIONS 6

Strategies are general approaches that can be implemented to achieve goals, objectives, and associated targets. Actions are implementation activities that describe a solution for achieving a target. The Community Design Event generated a Sustainable Downtown Peachland concept plan from which strategies and potential actions were synthesized. These findings comprise the next sections of this report.


BEACH AVENUE SOUTH STRATEGIES A

LAND USE + BUILT FORM

10.1 **Allow mixed-use buildings in Downtown Peachland.**
Continue to support mixed use buildings along Beach Avenue and throughout the rest of the downtown area. Mixed use buildings will help maintain diversity in Downtown Peachland. Ground floor commercial spaces can provide shopping opportunities and services to residential units above.

Next steps: *Start a pilot project (potentially at the gravel surface parking lot or proposed seniors housing) to generate support for downtown revitalization.*
Phase development throughout the downtown area.
Explore opportunities for locating civic amenities (library, post office, etc.) in new developments.

10.2 **Create a distinctive mixed-use node at 1st Avenue gateway.**
The gateways to Downtown Peachland, at 1st Avenue and at 13th Avenue, should be distinctive, mixed use nodes. Integrate residential, employment, shopping, recreation, and cultural uses within these nodes. Multiple transportation access (eg. wharf access for boats) is important to support the vitality of these nodes.

10.1

10.2

stainable Downtown Peachland Plan 27

this document synthesizes strategies and actions from charrette outputs

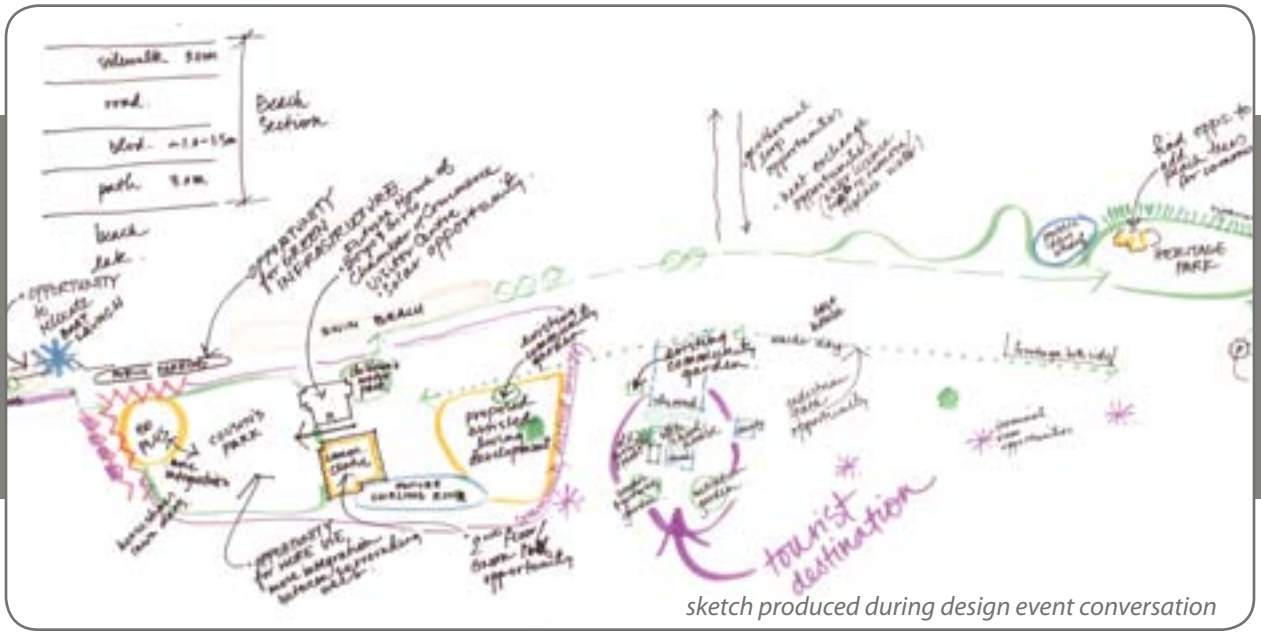
Applying the

SUSTAINABLE PLANNING FRAMEWORK

The Community Design Event for the Sustainable Downtown Peachland charrette process was held in the Peachland Community Centre on January 18 - 20, 2010. This event brought together a core charrette team of local residents, business owners, developers, municipal staff, and invited regional "experts," along with design facilitators and staff from the Design Centre for Sustainability, to explore what sustainability could look like in Downtown Peachland.

The role of the core charrette team was to collectively design a concept plan that incorporates the objectives, targets, and other design factors informed by the previous community workshops. The core charrette team was divided into three breakout groups, each responsible for a specific focus. These teams were: GO, focusing on mobility networks; GREEN focusing on open space networks and green infrastructure; and HOME/WORK, focusing on employment and residential uses. Each breakout group used their particular focus as a "lens" through which to examine the study area.

In plenary sessions, the charrette team as a whole explored areas of connect/disconnect, and generated a list of consensus points and strategies. This iterative process allowed the charrette team to gradually develop one synthesized concept plan that incorporates key strategies from each team toward generating the Sustainable Downtown Peachland Plan.



sketch produced during design event conversation

During the Design Event, the charrette team worked together to create a concept plan that achieves the targets set by the community, balancing environmental, economic and social needs as defined by the Vision, Principles, Goals, and Objectives. At the event mid-point, the team presented preliminary outputs to the broader community, who provided feedback as input to the development of the work over the next day. The conversations and ideas generated through the three-day event have been translated into this report.

***Downtown Peachland** is a vibrant waterfront neighbourhood that reflects the community's commitment to sustainability in its buildings, infrastructure and natural systems. The neighbourhood celebrates its unique character and charm, remaining the focal point of the broader Peachland community, and offering a vibrant centre with a strong local economy where a diversity of residents and visitors safely and affordably live, work, learn, shop, and play.*

Downtown Peachland honours its natural surroundings and fosters healthy lifestyles by preserving and enhancing natural features, including retaining the waterfront as a key public asset. The neighbourhood is pedestrian-friendly and well connected to the rest of the community of Peachland.

Sustainable Downtown Peachland Vision

SECTION 2
Sustainable Downtown Peachland Plan Overview

BEACH AVENUE STORY

I never tire of walking or driving along Beach Ave and viewing the lake and mountains which look different every day as the weather changes. The lakefront is becoming even more attractive as the new foot paths and gardens are being added. My first visit to Peachland was a couple of months staying at the old RV Park which is now an enormous condo building! Hopefully the lakefront will remain as beautiful as it is now.

story collected from a Peachland resident during the Community Open House.

THE SUSTAINABLE DOWNTOWN PEACHLAND CONCEPT PLAN + CONTEXT

The Sustainable Downtown Peachland Plan describes what a sustainable Downtown Peachland could look like and how it may function in the future as a vibrant town centre. The Community Design Event focused on generating a concept plan for the core study site - the commercial core located between Princeton Avenue to the south, 8th Street to the north, Highway 97 to the west, and the waterfront to the east. The bulk of the concept plan describes this core study site.

Explorations of this core study site were also framed by more general discussions of the interface and relationship with the larger context area located between the commercial core and the 13th Street gateway. While technically not part of the core study site, these contextual explorations capture key approaches to addressing the context area land use and built form in support of creating a vital and viable downtown area. These approaches are included throughout the Sustainable Downtown Peachland Plan to accurately reflect the consensus vision developed through the charrette process.

SUSTAINABLE DOWNTOWN PEACHLAND PLAN

Concept sketch of Sustainable Downtown Peachland

Open Space, Green Infrastructure, and Mobility

The Sustainable Downtown Peachland concept plan brings to life the community's vision of a vibrant waterfront neighbourhood that continues to respect the character and natural assets that make Downtown Peachland a gem of the Okanagan. The concept plan strengthens connectivity with the public waterfront and enhances overall natural assets throughout the neighbourhood. Green spaces in the downtown area are diverse and plentiful. Community gardens (1) and green roofs (2) scatter throughout new developments, many recreation opportunities are offered, and the urban forest is increased. Green infrastructure captures and infiltrates stormwater, using more sustainable systems to ensure the neighbourhood respects and enhances the ecology of its setting. The concept plan also identifies opportunities for energy efficiency and generation within the downtown area.

Transportation options within Downtown Peachland expand with walking and cycling prioritized on many routes. Street rights-of-way accommodate a range of mobility modes, including pedestrian, cycling, transit, and automobile transportation. Waldo Way (3) develops as a unique strolling and shopping mews enlivened by a mix of boutiques, artist's studios, offices, and residential units. The lane showcases green infrastructure strategies using pervious paving, rain gardens and swales to create a natural infiltration model project.

The concept plan locates downtown residents within a five minute walk of services and, ideally, transit services connect downtown to the larger community, allowing many of trips to be made without the use of an automobile. Although the future of Highway 97 (4) is uncertain, requiring some degree of flexibility, the concept plan envisions the highway as developing a "scenic route" character through Peachland, enabling enhanced pedestrian and bike connections between Downtown Peachland and the rest of the community. This character is more- or less-strongly realized depending on future plans for the highway corridor.

The concept plan locates additional parking in podium garages topped by residential buildings (5) west of Waldo Way, with spaces shared between residents and visitors. Parking along the waterfront is reduced slightly with new drop-off areas to provide access. The boat launch at 8th Street (6) is relocated outside downtown, possibly south of Princeton Avenue.

The context area (not shown) is not part of the core study site, but has a strong relationship with the successful development of the downtown core.

Context area

Core study site

Land Use and Built Form

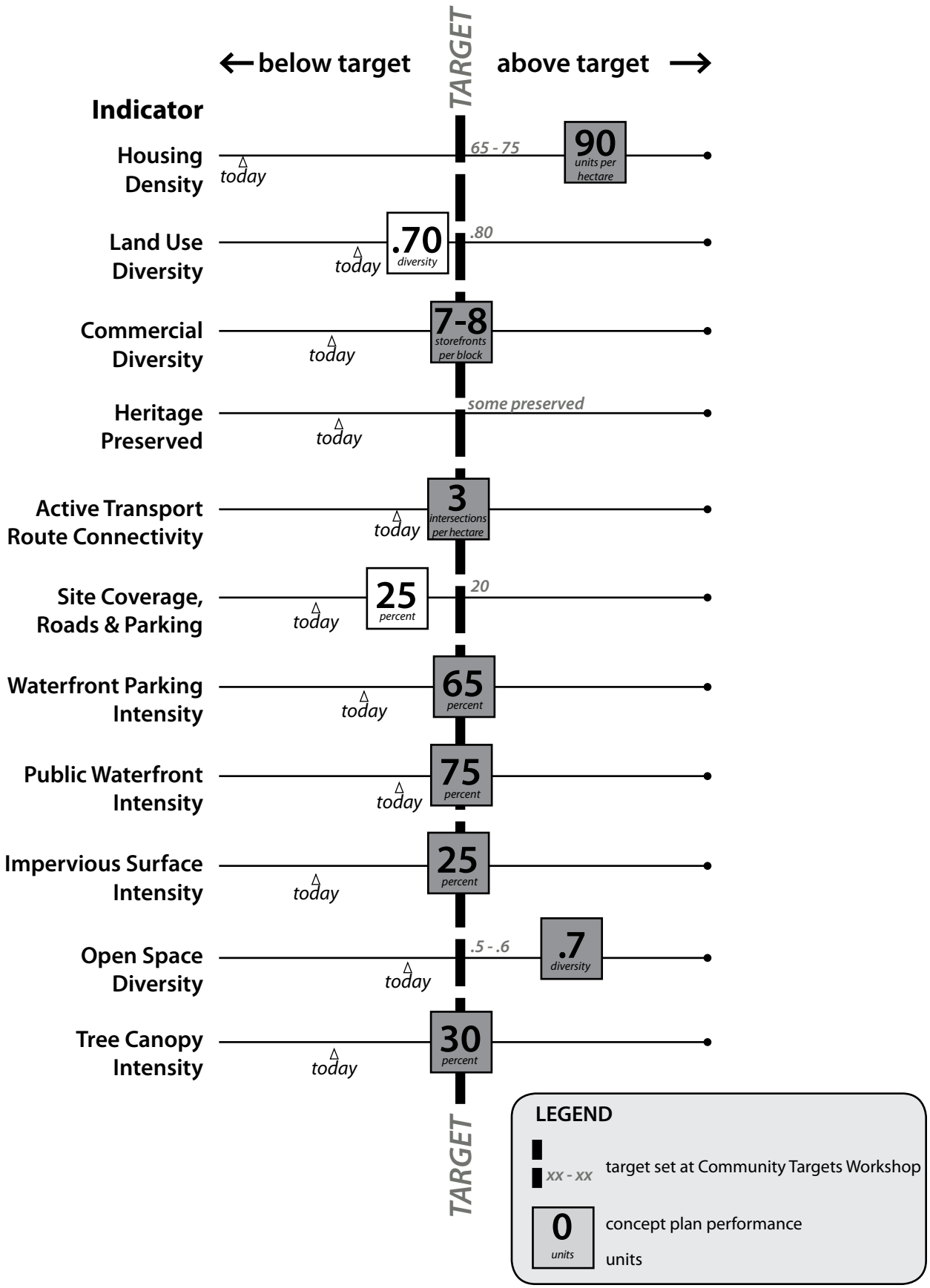
The concept plan easily incorporates 500-600 residential units within the core study site while maintaining a pedestrain-scale, waterfront neighbourhood character that respects and enhances natural assets. Most of the new residential population locates west of Waldo Way in medium rise developments (1) (i.e. up to six storeys over two storeys parking). Parcels on Beach Avenue are mixed-use commercial with residential and office above in the commercial area (2), transitioning to multi-family infill (3).

New housing takes a variety of unit types and sizes to accommodate a diverse range of community members. Seniors' apartment housing (4) and seniors' ground-oriented townhouses (5) are incorporated in close proximity to the Peachland Community Centre and other important services.

The concept plan accommodates up to 16,000 square meters of commercial space in the core study site. Commercial spaces include services, small offices, medical offices, artists' studios and retail uses. These spaces cluster between 1st and 4th streets, primarily along Beach Avenue. Waldo Way (6) redevelops as a mews in the commercial area with flexible building types and floor spaces to accommodate a variety of retail, services, artisan spaces, and residences that front the new shopping lane. In the more residential blocks, Waldo Way is a pedestrian lane (7) which also provides alternate access for home-based business and/ or secondary suites in infill areas (3).

Development in the core study site must consider development in the context area to support the vitality of both while carefully balancing the overall residential unit number and commercial area throughout Downtown Peachland. Specifically, development must maintain a 1-unit : 20-sq.m. residential-unit-to-commercial-area ratio to support viable businesses. The concept plan envisions that development of the 13th Street gateway (8) will potentially add commercial area beyond the 16,000 square metres possible in the core study site. This means additional residential units may also be required beyond the 500-600 in the core study site to maintain the residential-unit-to-commercial-area ratio. These units may locate at the 13th Street gateway in mixed-use buildings, and within walking distance in the surrounding single-family neighbourhood between 8th and 13th streets (9) through incremental infill on a lot-by-lot basis. Over the medium- to long-term, this may create up to 800 residential units in total between Princeton Avenue and 13th Street.

Cultural amenities abound, with a new historic tourism hub (10) focusing on the Little School House and United Church, continued integration of historic sites such as the Peachland Museum (11), and new opportunities for community events, such as an art walk.


← below target
TARGET
above target →
Indicator
Housing Density
today
65 - 75
90
units per hectare
Land Use Diversity
today
.70
diversity
.80
Commercial Diversity
today
7-8
storefronts per block
Heritage Preserved
today
some preserved
Active Transport Route Connectivity
today
3
intersections per hectare
Site Coverage, Roads & Parking
today
25
percent
20
Waterfront Parking Intensity
today
65
percent
Public Waterfront Intensity
today
75
percent
Impervious Surface Intensity
today
25
percent
Open Space Diversity
today
.5 - .6
.7
diversity
Tree Canopy Intensity
today
30
percent
TARGET
LEGEND
xx - xx
target set at Community Targets Workshop
0
units
concept plan performance
units

SUSTAINABILITY PERFORMANCE

To guide the charrette team, and to assist future planning endeavors in staying on course, participants at the Community Target Workshop set targets for indicators related to sustainability objectives for Downtown Peachland. The targets assisted in the evaluation of planning and design alternatives as they were developed in the Community Design Event. The diagram opposite illustrates the performance of the core study area of the concept plan against each indicator. Further detail can be found in Appendices A and D.

The core study area of the concept plan meets the targets for Commercial Diversity, Heritage Preserved, Active Transport Connectivity, Public Waterfront Intensity, Waterfront Parking Intensity, and Tree Canopy Intensity.

The core study area of the concept plan exceeds the targets for Housing Density and Open Space Diversity.

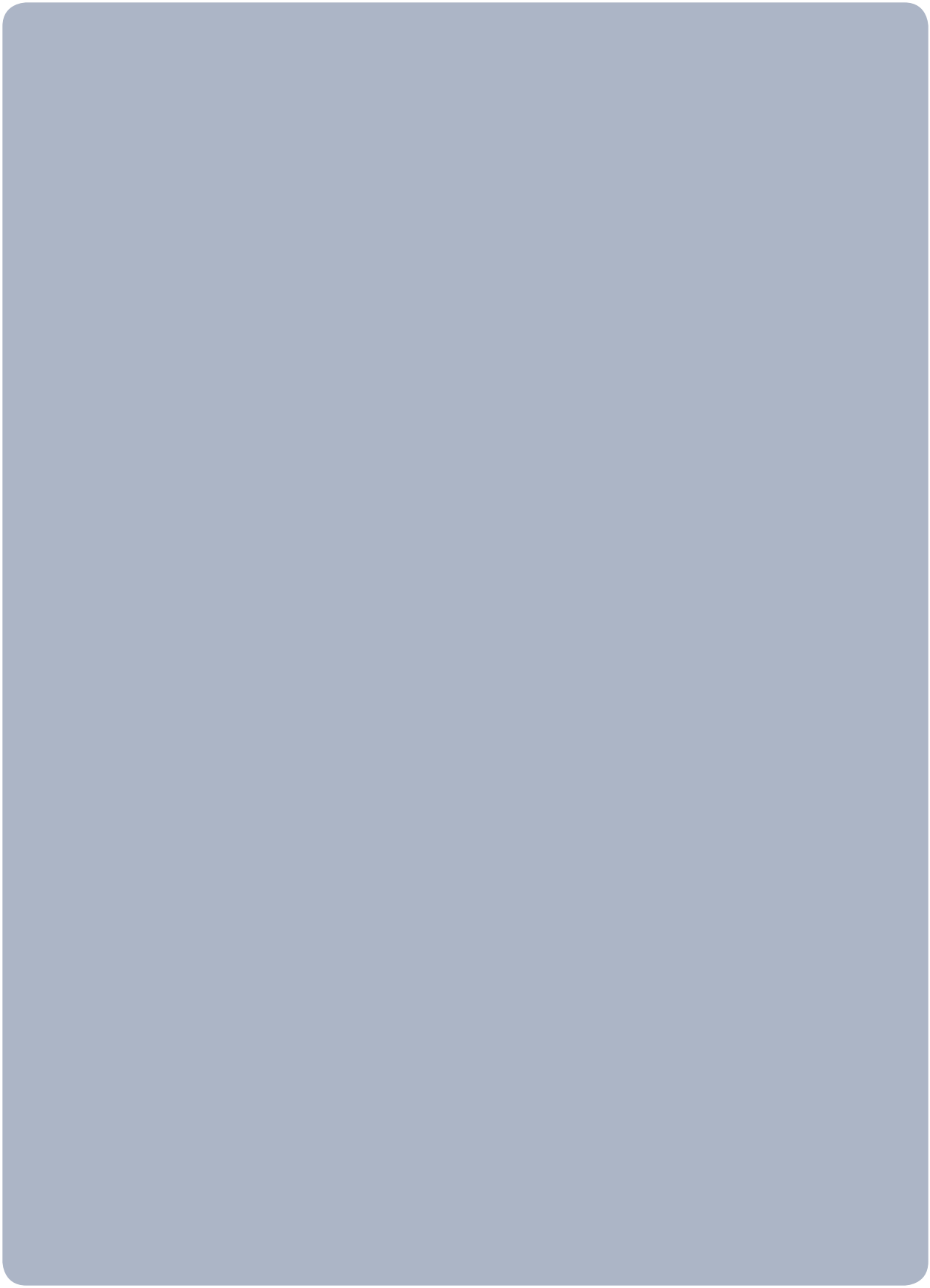
The core study area of the concept plan did not achieve the targets for Land Use Diversity, and Site Coverage, Roads and Parking.

Housing Density: To achieve the vibrant, economically viable Downtown Peachland described in the Vision requires a higher residential density than set at the Community Targets workshop. The concept plan carefully integrates this increased density required to support successful commercial spaces by using building heights that support a pedestrian-scale character and by enhancing the natural amenities, both of which residents desire for Downtown Peachland.

Open Space Diversity: A wider range of open space types (community gardens, public- and semi-public plazas, public squares and green roofs) add to the existing parks and open space network to balance new residential and mixed-used development.

Land Use Diversity: The large amount of open space in Downtown Peachland limits the overall diversity achievable. However, this is a positive attribute for the neighbourhood.

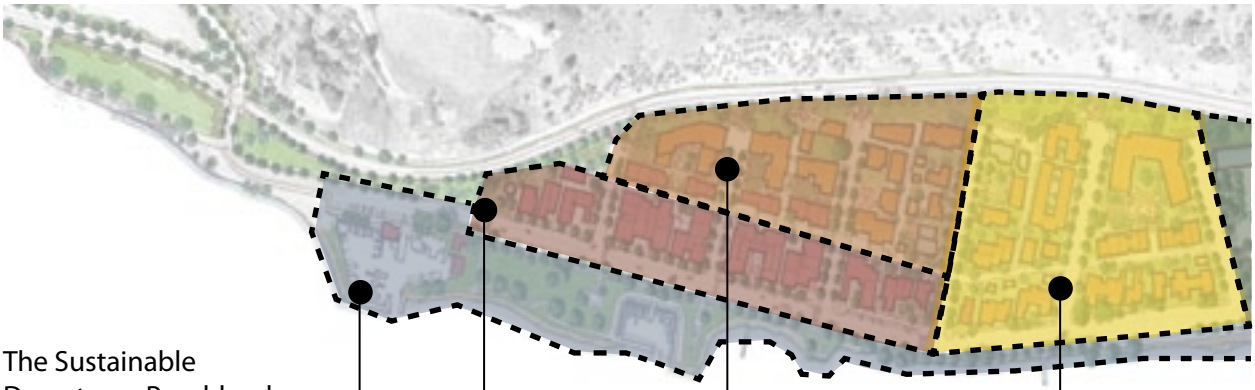
Site Coverage, roads and parking: The road rights-of-way remain the same width in the concept plan, limiting the overall area reduction achievable. However, the concept plan streetscapes adapt to incorporate boulevard plantings, street trees, wider sidewalks, and rain gardens, thereby reducing the amount of paved surfaces dedicated to roads and parking.



SECTION 3

Design Strategies to Achieve the Sustainable Downtown Plan

THE DOWNTOWN PEACHLAND PRECINCTS



The Sustainable Downtown Peachland design strategies are grouped according to distinct precincts of the concept plan, including the core study site and context area. Each precinct is an areas of contiguous character, for which similar design strategies apply. Design strategies that are suited to multiple areas throughout the concept plan are included in each applicable precinct section. Within each precinct, strategies are organized into four categories: land use and build form, mobility, green infrastructure and open space, and energy.

C Waldo Way South

The Waldo Way South precinct is the residential hub of downtown. The precinct locates between First Street and Fourth Street, and west of Waldo Way.

D Waldo Way North

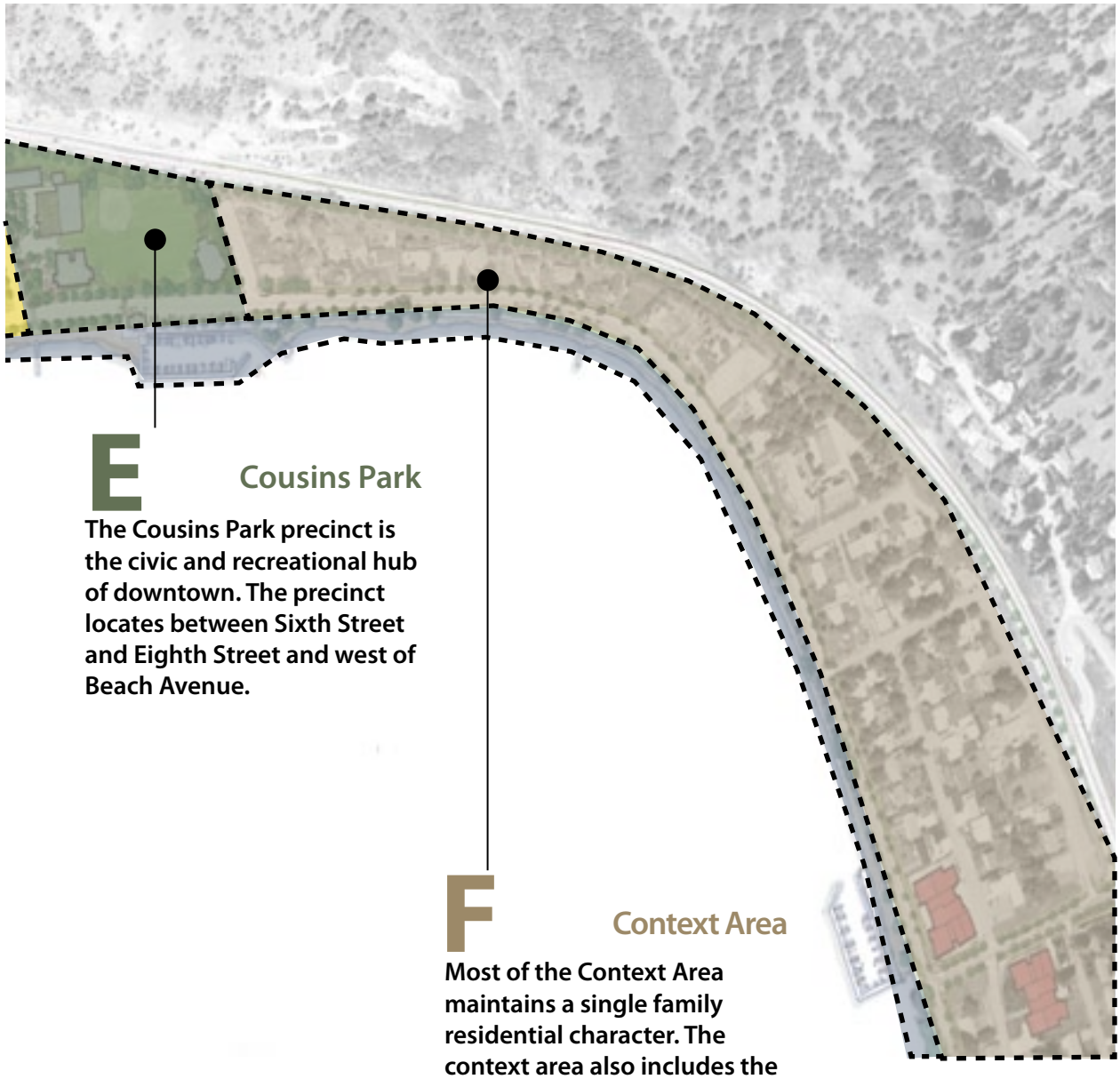
The Waldo Way North precinct is a transition towards lower density to the north. The precinct locates between Fourth Street and Sixth Street, and west of Beach Avenue.

B Beach Avenue South

The Beach Avenue South precinct is the commercial heart of Downtown Peachland. The precinct locates between Princeton Avenue and Fourth Street and between Beach Avenue and Waldo Way.

A Waterfront

The Waterfront precinct is the community's natural heritage and recreational focus. The precinct locates between Princeton Avenue and 13th Street, and north of Beach Avenue



E Cousins Park

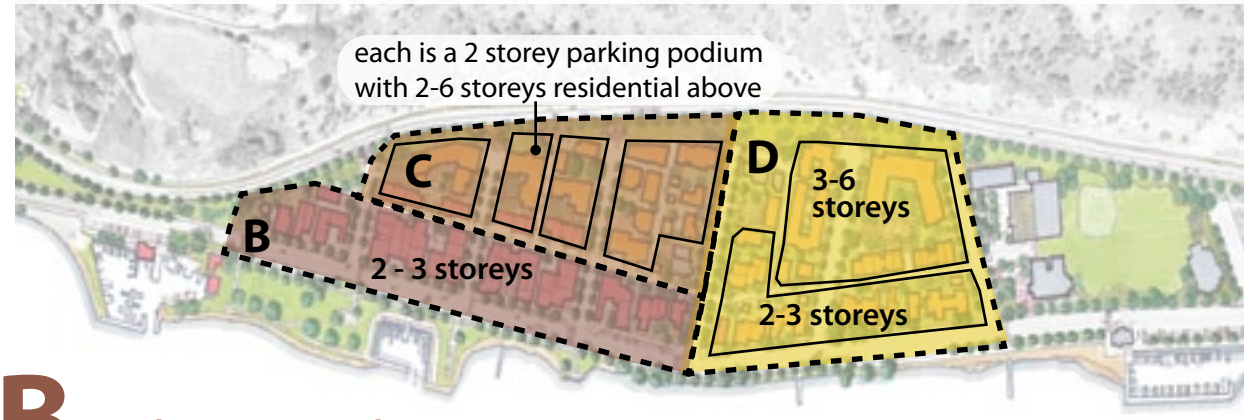
The Cousins Park precinct is the civic and recreational hub of downtown. The precinct locates between Sixth Street and Eighth Street and west of Beach Avenue.

F Context Area

Most of the Context Area maintains a single family residential character. The context area also includes the 13th Street Gateway, which is the secondary key gateway and shopping node for Downtown Peachland

Core Study Site

DOWNTOWN PEACHLAND BUILDINGS



B Beach Avenue South

Buildings in Beach Avenue South are mixed-use with ground floor commercial. The buildings are 2 - 3 storeys in height.

C Waldo Way South

Buildings in Waldo Way South are primarily residential with some mixed-use, particularly along Waldo Way. The buildings are 2 - 6 storeys of residential on top of 1-2 storeys of structured parking.

D Waldo Way North

Buildings in Waldo Way North are primarily residential with limited mixed-use. The buildings are 3 - 6 storeys in height along Highway 97, and 2-3 storeys in height closer to Beach Avenue and around the historic tourism hub.

Buildings in the core study site vary in type and height to help create an interesting streetscape while providing for residential, commercial and parking needs. Generally, buildings step down in height from south to north and from west to east, so the tallest structures are along Highway 97 and in proximity to the Beach Avenue South gateway. Buildings have a village character, and larger buildings are articulated to create a pedestrian scale on the street.

	Concept Plan Total	Waterfront	Beach South	Waldo South	Waldo North	Cousins Park
Residential Units	500-600 units	0	160-180	250-300	90-120	0
Commercial Space (m^2)	10,000-16,000 m^2	0	8,000-11,000	2,000-5,000	0	0

residential/office above

ground floor commercial, office above


residential above


stacked townhouse

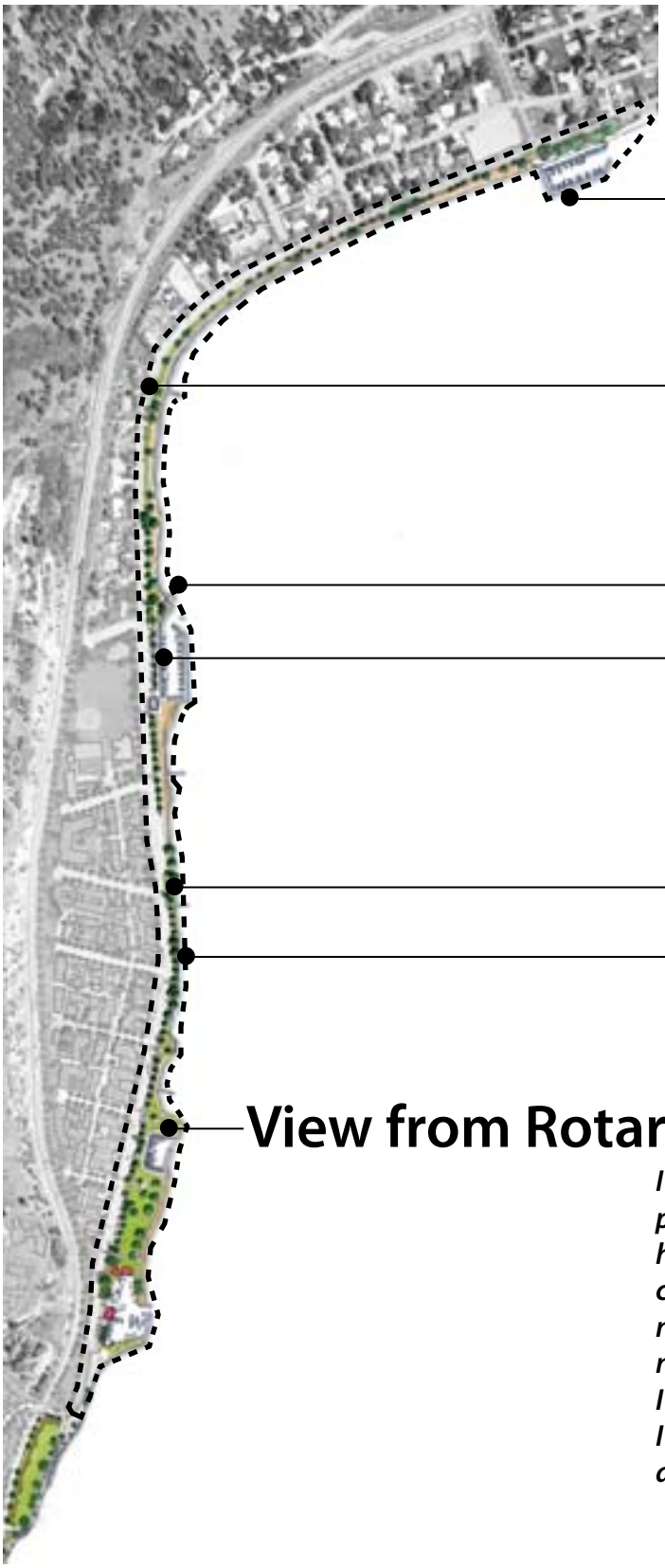

apartment


residential set on podium


coach house behind single family house


four-plex


multi-family



Waterfront

Provide access for all transportation modes, including boats, such as with a potential new public day wharf at the 13th street gateway.

Create drop-off spots along the waterfront to allow for unloading of recreational gear.

Move the boat launch outside of the downtown area to ease traffic and parking congestion.

Extend the Beach Avenue walkway the full length of downtown, including across the yacht club parking lot.

Plant trees along the waterfront pathway.

The Waterfront captures the foreshore in both the study site and the context area.

View from Rotary Clock

I sat on the bench with the Real Estate paper - I was deciding to make a huge change in my life - moving to a community where I knew no one! I had never felt at "home" anywhere and was not bothered by it. Home was "where ever I hung my hat"! Since living in Peachland I laughingly say, "I have taken root"! I am at home at last!

story collected from a Peachland resident during the Community Open House.

A

The **Waterfront** precinct extends the length of Downtown Peachland, between Princeton Avenue and 13th Street, and including Beach Avenue, with a focus on the segment from Princeton Avenue to 8th Street. The area captures the foreshore of lake Okanagan, and extends through both the study site and the context area. The Waterfront precinct celebrates Peachland's most prominent natural asset - the public waterfront. The Sustainable Downtown Plan continues to protect and enhance this amenity for current and future generations of Peachland residents and visitors.

The Waterfront precinct is more strongly integrated into the neighbourhood, with enhanced connectivity and recreation amenities. The public boat launch and associated trailer parking relocates outside of the downtown area to ease parking demands along Beach Avenue. A new public day wharf potentially locates at the 13th Street Gateway to provide additional boat access to the community. Selectively reduced parking on the east side of Beach Avenue increases visual connectivity to the beach, while new drop-off spots create an alternative access to waterfront amenities and allow unloading of people and equipment.

The pedestrian walkway extends the full length of the Waterfront, either as the Beach Avenue walkway, or as new sidewalks along the street right-of-way. Additional trees are planted along the waterfront, with particular attention to extending the pedestrian realm across the Peachland Yacht Club parking area. Selective planting of peach trees in a key civic location, such as Centennial Park or at the Peachland Museum, celebrates the District's namesake. Community gardens and green infrastructure along Beach Avenue enhance the Waterfront environment.

Waterfront

Waterfront Story

Everyone who has spoken to me about this town loves the view, the surroundings and the ambiance. The crisp appearance of the flower pots and beds, the pavers, trees and beach all work together to create memories that cry to be revisited. The Peachland Volkssport Club walks along the beachfront (and along the trail past the tennis courts) regularly, as do many walkers. My wife and I were so attracted to the view that we came from Scott Creek to sit on a bench there, then wandered along the storefronts until we came to see "house for sale" ads, got ourselves pointed up the hill and had an offer in the works the next day. My wife finally has a second place she calls home 40 years after leaving her birthplace. She now doesn't ever want to leave.

story collected from a Peachland resident during the Community Open House.

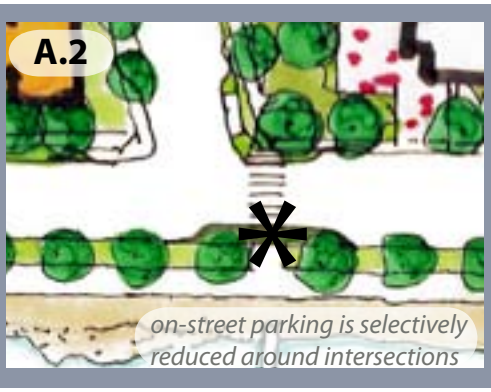
WATERFRONT STRATEGIES

MOBILITY

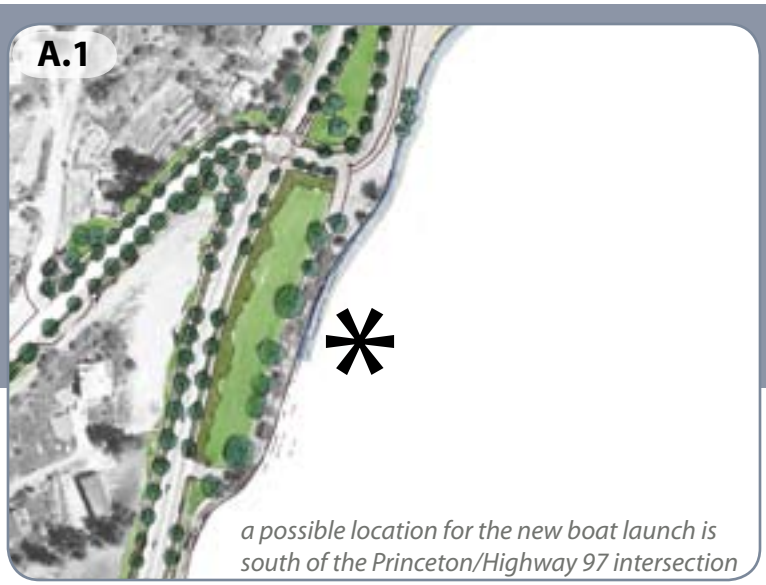
A.1 **Relocate the public boat launch.**
The concept plan envisions the boat launch relocated outside Downtown Peachland to eliminate trailer parking along Beach Avenue, reduce seasonal parking stress and increase the sense of connectivity to the waterfront. The new location must provide trailer and car parking. One potential location noted during the charrette is south of the Princeton Avenue intersection. Implementation of this strategy will be challenging; while the municipality may support the idea in principle, finding and securing a suitable alternative location for the public boat launch and associated parking has been prohibitively onerous in past attempts.

A.2 **Selectively reduce parking along the east side of Beach Avenue.**
Reduce parking along the east side of Beach Avenue to increase the sense of connectivity with Lake Okanagan. In the Waterfront precinct, where on-street parking provides beach access, selectively reduce one or two spaces of east-side on-street parking around intersections to enhance pedestrian safety and connectivity. Balance these on-street parking reductions with increased public parking in structured parking associated with new development in the Waldo Way South precinct.

A.3 **Provide additional public parking within the neighbourhood.**
Locate additional public parking in parking structures in the Waldo Way South precinct to meet increased demand and make up for reduced parking on Beach Avenue.



on-street parking is selectively reduced around intersections



a possible location for the new boat launch is south of the Princeton/Highway 97 intersection

A.4 **Provide day wharfs.**
Support all forms of mobility by maintaining the public day wharf at in Beach Avenue South and potentially adding a new public day wharf at the13th Street gateway.

A.5 **Extend the public walkway the full length of Beach Avenue.**
Capitalize on the public waterfront amenity by extending the pedestrian walkway the full length of the waterfront, either as the Beach Avenue walkway, or as new sidewalks along the street. Use tree plantings and other pedestrian amenities to create a safe pedestrian walkway across the yacht club parking lot.

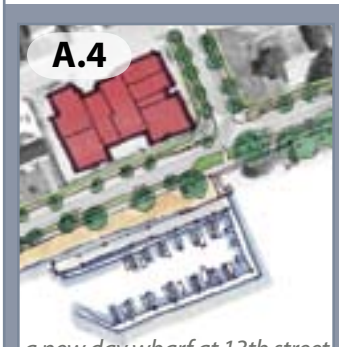
A.6 **Make Beach Avenue a pedestrian/ cycling priority street.**
Support Beach Avenue as Downtown Peachland's "Main Street" for strolling, shopping and socializing, cycling and enjoying Lake Okanagan views. Make this corridor a pedestrian priority street through incorporating multiple pedestrian amenities, such as benches and lighting, and traffic calming measures. Integrate bikes into the travel lanes of this low-speed corridor.

A.7 **Enhance the pedestrian environment on all streets.**
Create an attractive, comfortable and safe streetscape environment throughout Downtown Peachland by enhancing the pedestrian environment on all streets. Sidewalks on both sides of the street increase route choices for pedestrians walking through Downtown Peachland. Make sidewalks a minimum 2 metre width, and buffer sidewalks from vehicle travel lanes with planted boulevards and street trees.

A.6
A.7
A.10

the beach avenue street section includes narrowed lanes, on-street parking, wide boulevards, and sidewalks

A.4

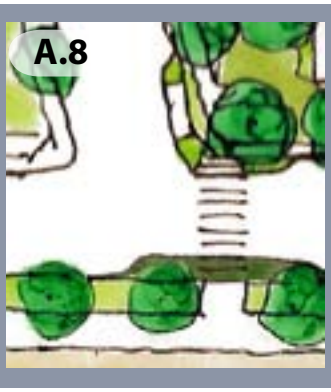


a new day wharf at 13th street

A.8 Create additional pedestrian crossings.
Pedestrian crossings enhance the walkability of a neighbourhood by making streets safer to traverse. In the Waterfront precinct, create strong connectivity between the Downtown Peachland neighbourhood and the waterfront by locating pedestrian crossings at both sides of all intersections. Achieve this over the long term in response to the downtown becoming more dense and busy, and to allow implementation to occur within the context of other priorities for revitalizing the downtown. Create mid-block curb bulges and well-lit cross walks where the Waldo Way mews intersects with side streets to create safe pedestrian crossings and to reinforce Waldo Way as a key pedestrian route.

A.9 Enhance pedestrian crossings.
Enhance existing and future pedestrian crossings with neckdowns at intersections to create shorter crossings, additional lighting for safety, and planted medians to create a buffer between vehicle lanes and sidewalks.

A.10 Reduce travel lane and parking lane widths.
Calm traffic to the posted 30 kilometre design speed and create a pedestrian-friendly streetscape by reducing the paved width of travel and parking lanes. This will also reduce the total amount of paved surface and increase permeable surface area within Downtown Peachland. Except where shared with bicycles on Beach Avenue, reduce lane widths to a maximum of 3.2 metres. Integrate street trees, green storm water infrastructure and/ or additional planting into the remaining right-of-way width.



A.11 Create drop-off spots along Beach Avenue.
Accommodate people wanting to access activities along the Waterfront precinct by creating drop-off spots to allow unloading of people and equipment. This provides an alternative access to waterfront amenities despite selectively reduced east-side on-street parking.

A.12 Establish a local shuttle bus service.
Establish a transit shuttle service from key hillside residential areas and along Beach Avenue between the Beach Avenue South and 13th Street gateways. This will help alleviate parking pressures within the downtown area by allowing residents and visitors to park and easily travel to and move throughout the broader downtown area without driving. Connect the shuttle service to future regional rapid transit service.

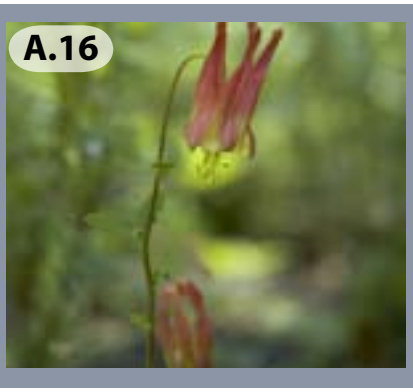
GREEN INFRASTRUCTURE and OPEN SPACE

A.13 Use street rights-of-way to collect and infiltrate storm water.
Add a boulevard on Beach Avenue and use it to collect and infiltrate storm water to sustainably manage runoff from streets. Use strategies such as raingardens, swales, and infiltration basins to collect, filter, and infiltrate storm water to recharge and minimize pollution of the natural hydrology system.

A.14 Situate boulevard planting along Beach Avenue.
Boulevard plantings create a vibrant sense of place and provide opportunities for infiltration. Increase the number of boulevard plantings in Downtown Peachland to build on the success of the existing program. Integrate boulevard plantings with rain gardens for capturing and infiltrating storm water. Choose plants of low to medium heights to maintain visibility between the street and sidewalk.

A.15 Integrate community gardens throughout Downtown.
Community gardens include both edible and non-edible plants, and are defined as pieces of land that are gardened collectively by a group of people, with individuals often taking responsibility for individual plots. Incorporate community gardens throughout the fabric of Downtown Peachland. In the Waterfront precinct, locate community gardens around pedestrian crossings, in boulevards, open space, and in less used areas of parks, including Centennial Park.

A.16 Maximize the use of native and climate appropriate species.
To greatly decrease watering requirements, primarily use native and other plants appropriate to the Okanagan climate for all public spaces and non-edible community garden spaces. Maximize the use of xeriscaping – designing, implementing and managing planted areas to reduce or eliminate the need for irrigation, including methods such as selecting drought tolerant species, grouping species with similar moisture requirements, using mulch, and using drip irrigation at night to reduce evaporation.



community gardens locate in parks and within new development

A.17 **Target 30% tree canopy coverage 15 years after planting.**
Develop an urban forest throughout Downtown Peachland to provide shade, reduce the urban heat island effect, and help maintain a pedestrian-scale environment as Downtown Peachland becomes more populated. Add street trees along both sides of Beach Avenue, as well as to waterfront parks and open space. Aim for a target of 30% tree canopy coverage 15 years after planting any area. Replacing trees removed from the waterfront is a first priority for expanding the urban forest downtown.

A.18 **Use appropriate street tree species.**
Select street trees for their ability to thrive in the Okanagan climate and in an urban environment. Select species that have reduced water needs, help to mitigate the pollution in urban environments, are easy to maintain, and have deep rather than shallow rooting habits.

A.19 **Plant peach trees in key locations.**
Add peach trees to the urban forest in key locations to celebrate the history of Peachland. Develop a peach tree orchard in areas such as around the band stand in Centennial Park, at the Peachland Museum, around the Rotary Clock, and/ or in Cousins Park. Use the community gardening society to manage tree care and harvest.

A.20 Use pervious pavement on recreational pathways.
Use pervious pavement (e.g. permeable asphalt) on recreational pathways such as along Beach Avenue. Use a light-coloured asphalt or paver to reduce the heat-island effect and create a comfortable micro climate. Ensure that a usable surface for strollers, rollerbladers, etc. is maintained.

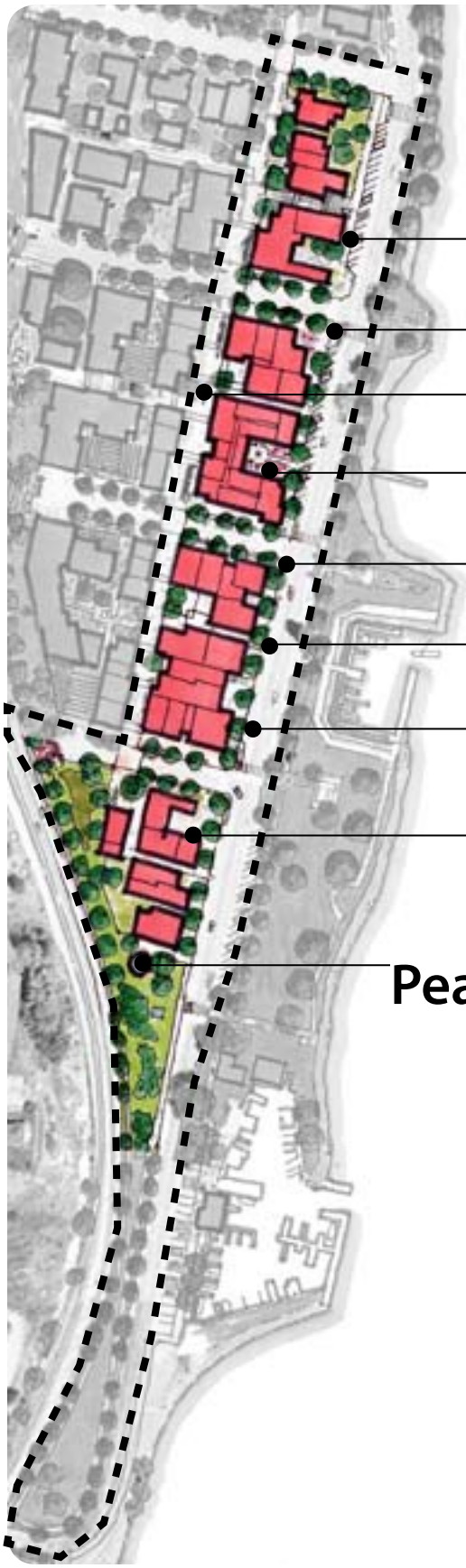
A.21 Link to the recreation node around Cousin's Park.
Create strong pedestrian connections between the civic uses at Cousin's Park and Swim Beach to link the visitor/ community hub to Peachland's popular swimming spot.

A.22 Use the Beach Avenue pathway as an open-air gallery.
Add to the public amenity of the Beach Avenue walkway by using it as an outdoor gallery. Host a summer-long sculpture show, or special weekends for local artist displays. This will add to the sense of place in the downtown area, and celebrate the culture of Peachland.

ENERGY

A.23 Integrate renewable energy systems.
Throughout Downtown Peachland, identify and implement renewable energy systems, such as geothermal, hydrothermal, solar energy generation, and waste heat capture. New development of larger buildings and civic buildings provide ideal opportunities for achieving this strategy.

Beach Avenue South



Locally owned and operated businesses like the Gasthaus help to create a unique character downtown.

Ground-floor commercial wraps the corner and extends down the side street.

Ground-floor boutiques, studios and residential front on Waldo Way.

Small plazas create opportunities for informal gathering.

Street trees are planted along every side street.

Mid-block pedestrian pathways are considered a community amenity.

Fine-grained storefronts create a traditional "Main Street" character and support independent local business.

Local coffee shops like Rocky Top Coffee help to create a lively streetscape with patio tables.

Peachland Museum

Being in the museum, you feel that you could be back 100 years ago. This is definitely a part of Peachland's character.

story collected from a Peachland resident during the Community Open House.

B

Beach Avenue South

The **Beach Avenue South** precinct lies between Princeton Avenue and Fourth Street between Waldo Way and Beach Avenue. This precinct is an important gateway to Downtown Peachland.

Beach Avenue South is the primary, mixed-use shopping area of Downtown Peachland. The fine-grained blocks and lots with traditional storefronts create a pedestrian oriented, small scale and diverse shopping district facing the shore of Lake Okanagan. Buildings also front onto Waldo Way, which is reinvigorating as a pedestrian mews and model 'green lane.' The precinct accommodates residential, office, boutique retail, live/work, artists studios, and tourism related services such as restaurants and an inn.

New buildings are all mixed-use, complement important historical and character buildings and maintain a pedestrian-scale of development. Buildings locate along the front property line. Building height is between 2 and 3 storeys, and steps down toward the waterfront side.

Beach Avenue is the primary access point for this precinct and continues to serve vehicle traffic while encouraging walking and biking through traffic-calming and pedestrian-realm amenities. Waldo Way mews becomes a pedestrian-priority route with traffic restricted to emergency and delivery vehicles. The street improvements along Beach Avenue extend onto side streets and along Waldo Way. On-street parking remains but is selectively reduced, and additional public parking is provided in structured parking garages in adjacent precincts.

Gasthaus Story

11 years ago my future husband took me to dinner to this lovely place. It was my first visit to Peachland. The drive down Beach Avenue was breath-taking as I then lived in Coquitlam! I could not believe that a place like this existed. The following day I found a new home - within the month I had a home in Peachland. I am sure because of the Gasthaus many people have discovered the beauty of Peachland.

story collected from a Peachland resident during the Community Open House.

BEACH AVENUE SOUTH STRATEGIES

B

LAND USE + BUILT FORM

B.1 Make Beach Avenue South a prominent, distinctive mixed-use node.

Develop the gateways to Downtown Peachland - at Beach Avenue South and the 13th Street Gateway precincts - as characteristic, mixed-use areas. Integrate open space, residential, employment, shopping, recreation, and cultural uses within these nodes. The Beach Avenue South gateway is the more prominent of the two nodes, providing the core commercial area for Peachland.

B.2 Develop Waldo Way as a mews.

The lanes and side streets in Downtown Peachland provide additional opportunities for enlivening the neighbourhood with activity. To further reinforce Beach Avenue South as the prominent downtown node, develop Waldo Way as a unique strolling and shopping mews enlivened by a mix of boutiques, artist's studios, offices, and residential units. Integrate space for pedestrian activity, and pedestrian amenities such as rain shelters. Restrict vehicle access to emergency and early morning delivery vehicles.

Waldo Way becomes a pedestrian mews

B.3 **Focus commercial development on Beach Avenue first.**
Continue to make Beach Avenue the first focus for commercial density. Accommodate 8,000 to 12,000 sq.m. of commercial space in Beach Avenue South.

B.4 **Redevelop the Edgewater site.**
The site at Beach Avenue and Second Street, which is the current location of the Edgewater Hotel is a key location for a tourism anchor. Develop a boutique inn or small hotel on this site to bring visitors and business to Downtown Peachland.

B.5 **Locate residential units above ground-floor commercial space.**
Beach Avenue South is a priority precinct for residential development. Accommodate between 120 and 180 residential units above ground-floor commercial in Beach Avenue South.

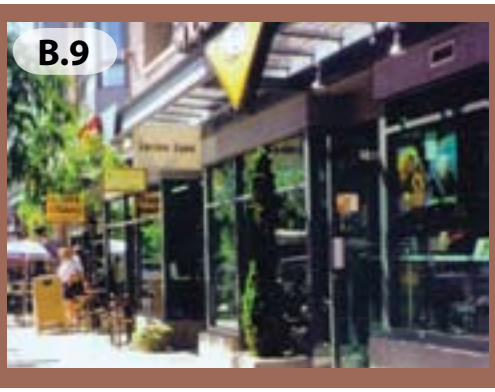
B.6 **Balance overall Downtown residential units and commercial area.**
To support a vibrant downtown with viable commercial businesses, balance residential density through overall Downtown Peachland at a ratio of 1 residential unit/ 20 sq.m. commercial space.

B.7 Relocate civic amenities within new developments downtown.
Relocate key civic amenities and services, such as the post office and library, back into Downtown Peachland.

B.8 Create a diversity of housing types and tenures.
To support the needs of Peachland's increasing and aging population, provide a range of housing opportunities throughout Downtown Peachland, including: single family, ground oriented townhouses, row houses, secondary suites, large apartments for families (3 bedrooms), and small apartments for singles. Twenty-five percent of total Downtown Peachland units should be small (800 sq.ft. or less) for individuals and couples wishing to downsize. The Beach Avenue South precinct includes apartments (primarily facing Beach Avenue) and townhouses and live/work units (primarily fronting on Waldo Way mews), which can contribute to both housing diversity and provide smaller units.

B.9 Maintain the fine-grained fabric of existing parcel sizes.
The existing pattern of parcel sizes in Downtown Peachland helps to create a pedestrian scale, village character. Maintain this pattern through new development by prohibiting parcel assemblies to prevent the development of large buildings that occupy multiple parcels. Articulate all building facades longer than sixty-five feet to effectively break larger masses into smaller modules.

a public library and firehall locate within the same building



B.10 **Build zero- and minimum-lot line developments.**
Maintain a pedestrian scale downtown by building mixed-use and commercial developments to the property line for all frontage conditions. Build ground-oriented residential units with a maximum 5 metre front yard setback, allowing a small front yard.

B.11 **Make all new buildings in Beach Avenue South mixed-use.**
Locating more mixed-use buildings throughout Downtown Peachland will help maintain land use diversity and will contribute to a more vibrant and viable downtown. In Beach Avenue South, make all new buildings mixed-use with residential and office above ground-floor commercial.

B.12 **Design flexible ground floor unit spaces.**
Adaptable and reusable building types and floor space layouts are able to respond to changing economies and reduce waste and lifecycle costs. In Beach Avenue South, develop all new buildings with flexible ground-floor units fronting side streets and Waldo Way that can serve as live/ work, artists' studios, boutiques, etc. over time as the downtown becomes more populated.

B.13 **Vary building heights between two- and three-storeys.**
Generally, vary building heights for multi-storey buildings both within larger projects and throughout the Downtown to create an interesting streetscape. Articulate building heights to protect solar access to the surrounding buildings and pedestrian environment, protect views, and minimize wind tunnel effects. Develop buildings minimum two- to maximum three-storeys in Beach Avenue South.

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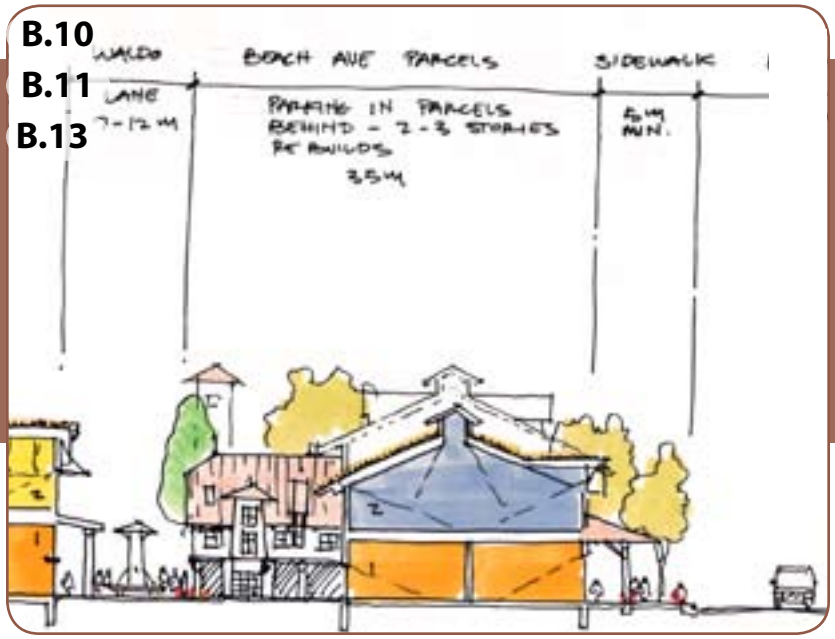

B.11

B.14 **Step building heights down toward the lake.**
Generally, respond to existing topography and protect lake views by locating taller buildings to the west with lower buildings closer to the lake. In Beach Avenue South, step rooflines or portions of rooflines of individual buildings down from higher elevations along Waldo Way to lower elevations along Beach Avenue.

B.15 **Protect lake views.**
Downtown Peachland's greatest asset is the waterfront. Protect and enhance existing views to the waterfront from side streets, and design new development to maximize views. Create breaks between buildings to provide additional views from Waldo Way.

B.16 **Identify and integrate into the community existing historic buildings.**
Original buildings provide an opportunity to celebrate the history of Peachland and to maintain a rich character in downtown. Integrate historic buildings into the community both by designing new, adjacent buildings to respect their scale and context (e.g. step down building massing in proximity to historical buildings and avoid long blank walls), and by actively using historic buildings for community activities, such as the Peachland Museum does. In the Beach Avenue South precinct, use redevelopment opportunities around the Peachland Museum to better integrate the historic church building into downtown.

B.14

B.17 Phase development over time.
Phase development in Downtown Peachland to avoid disruption to the community. The Beach Avenue South precinct is a priority area for redevelopment.

MOBILITY

B.18 Make Beach Avenue and Waldo Way mews pedestrian and bike priority streets.
Support Beach Avenue as Downtown Peachland's "Main Street" and Waldo Way as a "hidden gem" for strolling, shopping and socializing, and enjoying Lake Okanagan views by making these corridors pedestrian priority streets through incorporating multiple pedestrian amenities, such as benches and lighting, and traffic calming measures. Restrict vehicle traffic on Waldo Way to early deliveries and emergency vehicles only. Integrate bikes into the travel lanes of Beach Avenue, a slow speed corridor.

B.19 Enhance the pedestrian environment on all streets.
Create an attractive, comfortable and safe streetscape environment throughout Downtown Peachland by enhancing the pedestrian environment on all streets. Add street trees to both sides of streets, with benches, lighting and planted boulevards to provide a safe, comfortable and sheltered walking route.

B.20 Build sidewalks on both sides of all streets.
Sidewalks on both sides of the street increase pedestrian comfort and safety and increase route choices for pedestrians walking through Downtown Peachland. Make minimum 2 metre width sidewalks, and buffer from vehicle travel lanes with planted boulevards and street trees.

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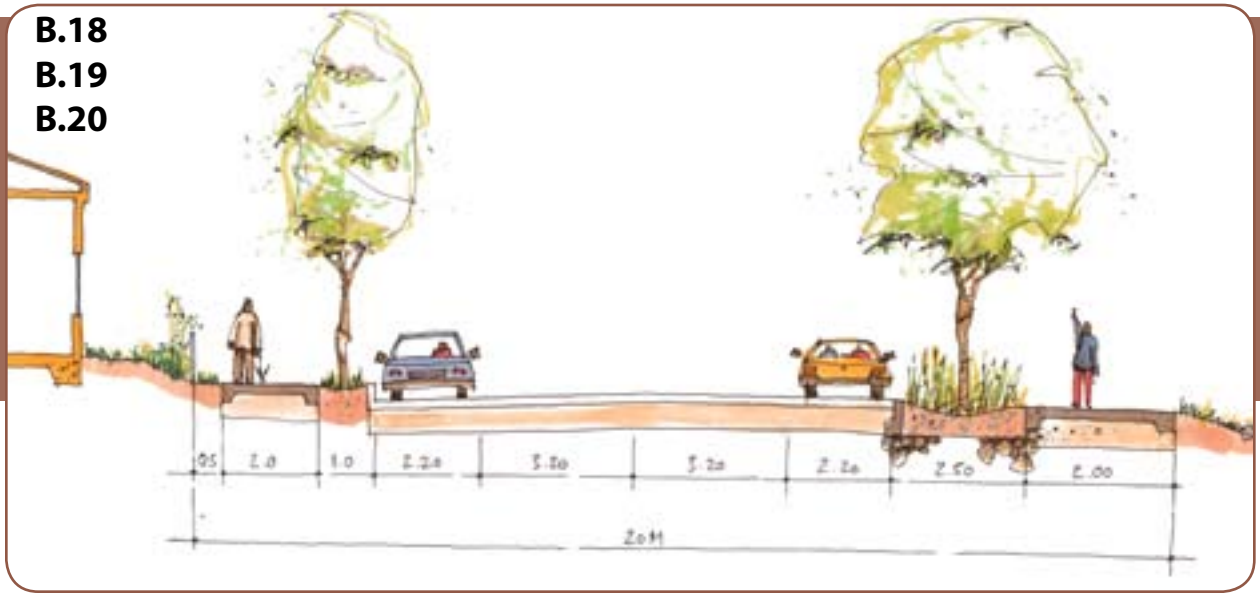


B.21 Create additional pedestrian crossings.
Pedestrian crossings enhance the walkability of a neighbourhood by making streets safer to traverse. In Beach Avenue South, create strong connectivity along Beach Avenue and between the shopping area and the waterfront by locating pedestrian crossings at both sides of all intersections. Achieve this over the long term in response to the downtown becoming more dense and busy, and to allow implementation to occur within the context of other priorities for revitalizing the downtown. Create mid-block curb bulges and well-lit cross walks where the Waldo Way mews intersects with side streets to create safe pedestrian crossings and to reinforce Waldo Way as a key pedestrian route.

B.22 Enhance pedestrian crossings.
Enhance existing and future pedestrian crossings with neckdowns at intersections to create shorter crossings, additional lighting for safety, and planted medians to create a buffer between vehicle lanes and sidewalks.

B.23 Transition Highway 97 to a scenic character through Peachland.
Highway 97 is a key mobility corridor for travelling through the District and accessing Downtown Peachland, and will continue to support this function whether it remains as a highway or becomes an arterial street if the highway relocates. Although the future location of Highway 97 is uncertain, the concept plan envisions this corridor as transitioning to a scenic route with a safer and more pedestrian-friendly character, similar to the recent highway improvements along the Sea to Sky highway. This character may be more- or less-strongly realized depending on the future plans for the highway corridor, and may include options such as: locating traffic lights at key intersections, with at-grade pedestrian highway crossings connecting to pedestrian access at 13th Street, 8th Street and Clements Crescent; creating a scenic streetscape with street trees at the sides and in a central boulevard along the road;

create pedestrian crossings at all intersections

and, reducing posted speeds through the segment from Princeton Avenue to Clements Crescent. The municipality has historically sought to make similar improvements to this corridor, and will be challenged to work creatively through inter-governmental negotiation to best achieve this vision.

B.24 **Create pedestrian crossings along Highway 97 in key locations.** Although the future location of Highway 97 is uncertain, the concept plan envisions this corridor as transitioning to a scenic route with a safer and more pedestrian-friendly character. Create safe pedestrian crossings of the highway at key locations. The maximum crossing distance for these crossings is 70 metres. Integrate community gardens into the pedestrian connections linking the ends of downtown streets with the highway corridor. The municipality has historically sought to make improvements to the highway corridor, and will be challenged to work creatively through inter-governmental negotiation to best achieve this vision.

B.25 **Reduce travel lane and parking lane widths.** Calm traffic to the posted 30 kilometre design speed and create a pedestrian-friendly streetscape by reducing the paved width of travel and parking lanes. This will also reduce the total amount of paved surface and increase permeable surface area within Downtown Peachland. Except where shared with bicycles along Beach Avenue, reduce lane widths to a maximum of 3.2 metres. Integrate street trees, green storm water infrastructure and/ or additional planting into the remaining right-of-way width.

B.26 Create pedestrian routes through the middle of blocks.
Create pedestrian routes through the middle of blocks by designating existing perforations in commercial blocks and designing new buildings to provide throughways. Couple the throughways with small urban plazas internal to blocks to create a community garden amenity. This will also enhance connectivity between Waldo Way mews, the Beach Avenue "main street" and Lake Okanagan.

B.27 Reduce parking requirements.
A sustainable Downtown Peachland has more residents living in a safe and comfortable pedestrian environment that will encourage walking. Support this environment by reducing parking requirements for developments to a minimum one space/ maximum two spaces per dwelling unit. Use shared parking strategies to assist in implementing reduced parking standards.

B.28 Selectively reduce parking along the east side of Beach Avenue.
Reduce parking along the east side of Beach Avenue to increase the sense of connectivity with Lake Okanagan. In Beach Avenue South, where on-street parking provides key access to the commercial area as well as the Centennial Park, selectively reduce one or two spaces of east-side on-street parking around intersections to enhance pedestrian safety and connectivity. Balance these on-street parking reductions with increased public parking in structured parking in Waldo Way South precinct.

B.29 Create drop-off spots along Beach Avenue.
Accommodate people wanting to access activities at Centennial Park by creating a drop-off spots in proximity to the park to allow unloading of people and equipment. This provides an alternative access to waterfront amenities despite reduced east-side on-street parking.

B.30 Establish a local shuttle bus service.
Establish a transit shuttle service from key hillside residential areas and along Beach Avenue between the Beach Avenue South and 13th Street gateways. This will help alleviate parking pressures within the downtown area by allowing residents and visitors to park and easily travel to and move throughout the broader downtown area without driving. Connect the shuttle service to future rapid regional service.

GREEN INFRASTRUCTURE and OPEN SPACE

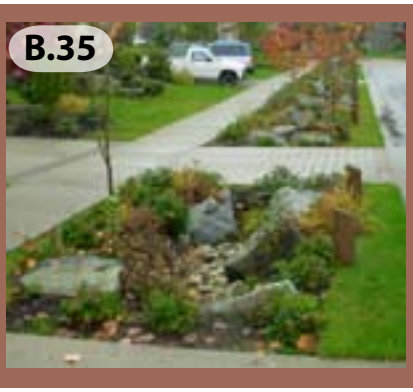
B.31 Develop Waldo Way as a model "green lane".
Waldo Way presents an opportunity to showcase pedestrian priority and green infrastructure strategies while creating a unique strolling and shopping environment. As the Waldo Way mews develops, rebuild the lane with pervious paving, rain gardens and swales to create a natural infiltration model project. Consider the lane as a community amenity space first, and a street second.

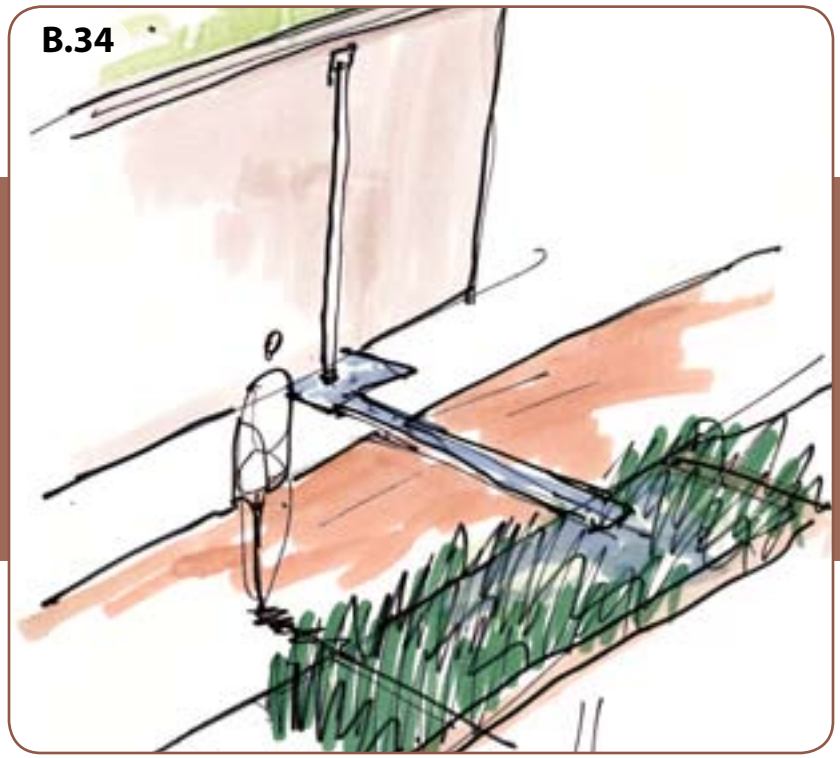
B.32 Use street rights-of-way to collect and infiltrate storm water.
Collect and infiltrate storm water in the boulevard to sustainably manage runoff from streets. Use strategies such as raingardens, swales, and infiltration basins to collect, filter, and infiltrate storm water to recharge and minimize pollution of the natural hydrology system.

B.33 Build eco-roofs on new buildings.
New buildings present an opportunity to use eco roofs in Downtown Peachland. Eco-roofs or "green roofs," are rooftops planted with vegetation appropriate to the local climate. Eco-roofs add amenity space to buildings and have environmental benefits such as providing habitat, filtering air pollution, infiltrating stormwater, and countering the heat island effect. Implement eco-roofs on all projects with a 2,000 sq.m. (1/2 acre) or larger parcel size. Xeriscaped eco-roofs that do not require irrigation may cover up to 100% of the roof area. Eco-roofs requiring irrigation may cover between 40% to 50% of the roof area.

B.34 Harvest stormwater from roof surfaces.
Use on-site water management strategies for all roof surfaces, including eco-roofs and private residences. Harvest water and either infiltrate it or store it in cisterns for reuse in irrigation.

B.35 Situate boulevard planting along all streets.
Boulevard plantings create a vibrant sense of place and provide opportunities for infiltration. Increase the number of boulevard plantings in Downtown Peachland to build on the success of the existing program. Integrate boulevard plantings with rain gardens for capturing and infiltrating storm water. Choose plants of low to medium heights to maintain visibility between the street and sidewalk.

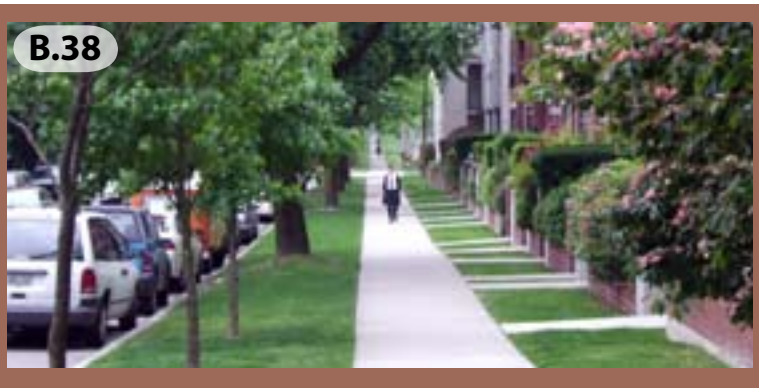




B.36 **Integrate community gardens throughout Downtown Peachland.**
Community gardens include both edible and non-edible plants, and are defined as pieces of land that are gardened collectively by a group of people, with individuals often taking responsibility for individual plots. Incorporate community gardens throughout the fabric of Downtown Peachland. In Beach Avenue South, locate community gardens around pedestrian crossings, in boulevards, in underused open space, and/ or within plazas and courtyards.

B.37 **Maximize the use of native and climate appropriate species.**
To greatly decrease watering requirements, primarily use native and other plants appropriate to the Okanagan climate for all public spaces and non-edible community garden spaces. Maximize the use of xeriscaping – designing, implementing and managing planted areas to reduce or eliminate the need for irrigation, including methods such as selecting drought tolerant species, grouping species with similar moisture requirements, using mulch, and using drip irrigation at night to reduce evaporation.

B.38 **Target 30% tree canopy coverage 15 years after planting.**
Develop an urban forest throughout Downtown Peachland to provide shade, reduce the urban heat island effect, and help maintain a pedestrian-scale environment as Downtown Peachland becomes more populated. Add street trees along both sides of all streets, as well as to parks and open space. Aim for a target of 30% tree canopy coverage 15 years after planting any area. The urban



forest should also be expanded away from the waterfront. Ensure that new development adds to the urban forest by requiring trees to be planted along property lines and within developments where appropriate.

B.39 Use appropriate street tree species.
Select street trees for their ability to thrive in the Okanagan climate and in an urban environment. Select species that have reduced water needs, help to mitigate the pollution in urban environments, are easy to maintain, and have deep rather than shallow rooting habits.

ENERGY

B.40 Integrate renewable energy systems.
Throughout Downtown Peachland, identify and implement renewable energy systems, such as geothermal, hydrothermal, solar energy generation, and waste heat capture. New development of larger buildings and civic buildings provide ideal opportunities for achieving this strategy.

B.41 Use building-scale green building strategies.
At the building scale, integrate strategies such as eco-roofs, waste heat capture, solar generation, solar shading, geothermal, etc. Use for all new buildings and retrofit existing buildings being restored.

B.42 Incorporate solar capacity in new and retrofit buildings.
Capitalize on the local environment by incorporating solar energy generation technology into new buildings and those being restored. Also use passive solar strategies, such as building orientation and strategic deciduous tree location to reduce energy required for heating and cooling buildings.

Waldo Way South

United Church

A major land mark - 1911 it was built. Everyone in Peachland even if they didn't have a faith sent their children to the United Church for Sunday School. It is a place to be celebrated for sure.

story collected from a Peachland resident during the Community Open House.

Pedestrian paths through community gardens connect to the Highway 97 "scenic route."

Community gardens integrate into parcels greater than one acre. They also contribute to stormwater capture and infiltration.

Boutique commercial wraps parking podiums and fronts Waldo Way.

Mid-rise apartments atop structured parking step down toward Beach Avenue.

Public and semi-public plazas top the parking podium to increase natural amenities.

C

Waldo Way South

The **Waldo Way South** precinct lies between First Street and Fourth Street, and west of Waldo Way. This precinct is a key residential area sensitively integrated into Downtown Peachland, balancing new apartment and townhouse units with extensive natural features.

Plazas and community gardens break up the footprint of larger buildings and create a pedestrian network between blocks. Pedestrian-oriented streets lined with street trees and featuring rain gardens and boulevard plantings connect the residential area to the surrounding neighbourhood. Walkways wind through community gardens up the slope at the ends of streets to connect to the Highway 97 scenic route, and potentially to hillside neighbourhoods above. The Waldo Way mews is a demonstration "green street" and provides a north-south strolling and shopping route.

Carefully articulated buildings integrate residential, commercial and parking needs while creating a village character in the downtown. Residential units are in apartment buildings up to six storeys and two storey ground-oriented townhouses atop a two storey podium of structured parking. Boutique commercial units wrap the podium along Waldo Way mews, and townhouses wrap the podium along side streets to create a pedestrian-scale on streets and lanes. Buildings step down in height from taller structures along Highway 97 to lower structures along Waldo Way mews. Structured parking serves both the residences and commercial needs throughout the downtown.

Eco-roofs and streetside rain gardens and swales capture and filter rain water, and cisterns and rain barrels collect rain water off standard roofs for irrigation use. Buildings incorporate green energy solutions such as solar power generation, waste heat capture/ reuse, and use renewable energy sources, such as geo- or hydrothermal systems.

United Church Story

Peachland United Church will be 100 years old in 2011. It has a vibrant community who can be found in Lions, Legion, Rotary and many other activities and groups in the community. We are proud of our church heritage and the well tended building. We run the Bargain Bin in the basement of the church. This, while providing us with funds, provides used clothing at the most reasonable price in the Okanagan. Donations are made to those in need in Peachland, other communities (Gospel Missions etc.) as well as to communities affected by the logging industry. Sometimes we just talk with those who come in who need to be treated in a warm, friendly way and with dignity!

story collected from a Peachland resident during the Community Open House.

C

WALDO WAY SOUTH STRATEGIES

LAND USE + BUILT FORM

C.1 **Make Waldo Way South a vibrant residential area.**
Waldo Way South is the key precinct for sensitively increasing residential density in Downtown Peachland. Locate a density of new, multi-storey residential developments in this area where the increased residential density will help support the adjacent Beach Avenue South shopping area, and the taller buildings will provide a buffer between Downtown Peachland and the highway. Integrate many plazas, courtyards, and community gardens to balance the increased development with natural amenities.

C.2 **Develop Waldo Way as a mews.**
The lanes and side streets in Downtown Peachland provide additional opportunities for enlivening the neighbourhood with activity. To reinforce the adjacent Beach Avenue South precinct as the prominent downtown shopping area, develop Waldo Way as a unique strolling and shopping mews enlivened by a mix of boutiques, artist's studios, offices, and residential units. Integrate space for pedestrian activity, and pedestrian amenities such as rain shelters. Limit access to emergency and delivery vehicles only.

C.3 **Develop a tourism destination around the Little Schoolhouse.** Build on the proximity of historical buildings, and the successful rejuvenation of the Little Schoolhouse to develop a historical tourist hub. Develop a unique streetscape with pedestrian amenities, integrate community gardens and green infrastructure pilot projects, such as replacing the parking lot with permeable paving. Work with associated groups to develop signature events to take place in this historic hub.

C.4 **Make Waldo Way South a primary location for residential density.** Waldo Way South is a priority precinct for residential density. Accommodate between 220 and 280 residential units in Waldo Way South.

C.5 **Front commercial units along Waldo Way mews.** Accommodate between 5,000 and 7,000 sq.m. commercial space fronting on Waldo Way mews. Use these commercial units to line and disguise the outer edge of parking structures and create a pedestrian-scale strolling and shopping mews.

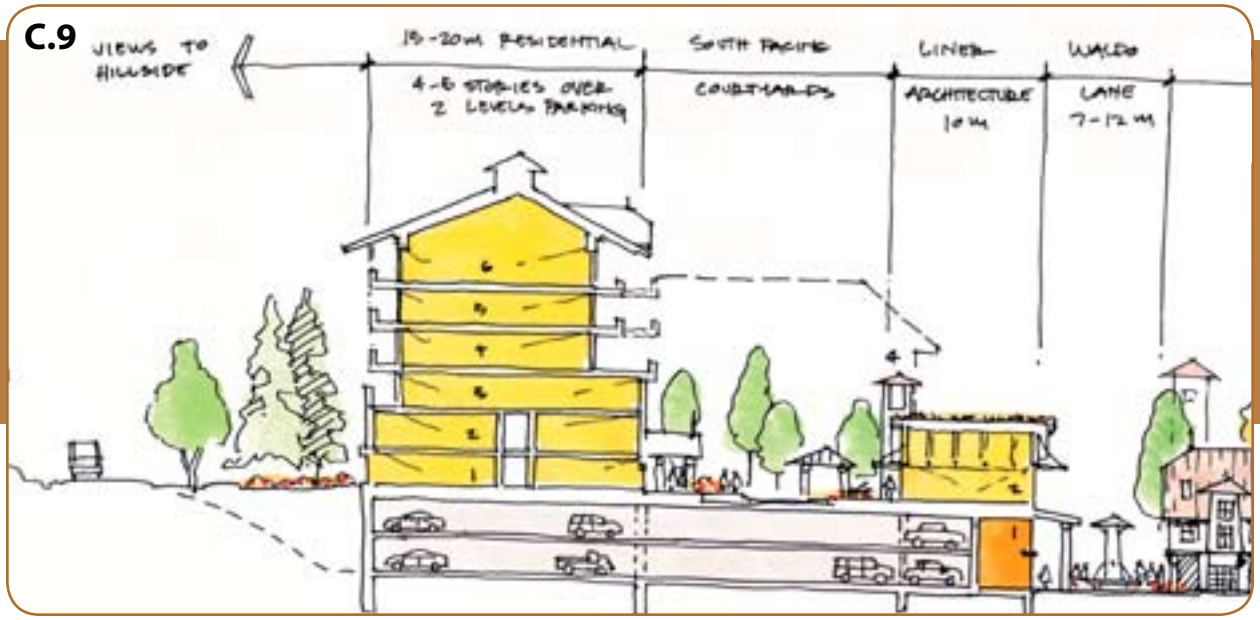
C.6 **Balance overall downtown residential units and commercial area.** To support a vibrant Downtown with viable commercial businesses, balance residential density through overall Downtown Peachland to support viable commercial space, at a ratio of 1 residential unit/ 20 sq.m commercial space.

C.7 **Relocate civic amenities and services within downtown.** Relocate services such as the post office and library back into Downtown Peachland.

the little schoolhouse tourist destination area

C.8 **Contribute to a diversity of housing types and tenures.**
To support the needs of Peachland's increasing and aging population, provide a range of housing opportunities throughout Downtown Peachland, including: single family, ground oriented townhouses, row houses, secondary suites, large apartments for families (3 bedrooms), and small apartments for singles. Twenty-five percent of total Downtown Peachland units should be small (800 sq.ft. or less) for individuals and couples wishing to downsize. The Waldo Way South precinct includes apartments and flexible live/ work units (primarily fronting on Waldo Way mews) that can contribute to both overall housing diversity and the provision of smaller units.

C.9 **Use well-designed podium buildings.**
Accommodate residential, commercial and parking needs within well-designed podium buildings that contribute to the pedestrian-scale character of Downtown Peachland. Allow half- or full-block buildings with two storeys of structured parking topped with multi-storey residential structures and open space. Locate up to six storeys of residential units along the building edge adjacent to Highway 97, with shorter residential structures returning along the building edge facing side streets. Locate two storey lofts or stacked townhouses along the building edge adjacent to Waldo Way. Create public and semi-public plazas separating the two residential unit types. Line the edge of the parking structure with ground-oriented boutique commercial units along Waldo Way, and with stacked townhouses along side streets. Use the structured parking to serve both residents' and public parking needs.



C.10 **Create a fine-grained character of buildings.**
Although Waldo Way South integrates large contiguous buildings, reinforce the pedestrian scale in Downtown Peachland by articulating all building facades longer than sixty-five feet to effectively break larger masses into smaller modules, breaking residential buildings on podiums into multiple structures, lining large structures (such as parking lots) with smaller scale boutiques or townhouses, and varying heights within a building, development and/ or block. Also articulate building heights to protect solar access to the surrounding buildings and pedestrian environment, protect views, and minimize wind tunnel effects.

C.11 **Build zero- and minimum-lot line developments.**
Maintain a pedestrian scale downtown by building mixed-use and commercial developments to the property line for all frontage conditions. Build ground-oriented residential units with a maximum 5 metre front yard setback, allowing for a small front yard.

C.12 **Design flexible ground floor unit spaces.**
Adaptable and reusable building types and floor space layouts are able to respond to changing economies and reduce waste and lifecycle costs. In Waldo Way South, use flexible ground-oriented units fronting side streets and Waldo Way that can serve as live/ work, artists' studios, boutiques, etc. over time as the downtown becomes more populated.

C.13 Step building heights down toward the lake.
Respond to existing topography and protect lake views by locating taller buildings to the west with lower buildings closer to the lake. In Waldo Way South, step building heights and rooflines or portions of rooflines of individual buildings down from higher elevations along Highway 97 to lower elevations along Waldo Way.

C.14 Protect lake views.
Downtown Peachland's greatest asset is the waterfront. Protect and enhance existing views to the waterfront from side streets, and design new development to maximize views from public and semi-public open space on podium buildings.

C.15 Identify and integrate existing historic buildings into the community.
Original buildings provide an opportunity to celebrate the history of Peachland and to maintain a rich character in downtown. Integrate historic buildings into the community both by designing new, adjacent buildings to respect their scale and context (e.g. step down building massing in proximity to historical buildings and avoid long blank walls), and by actively using historic buildings for community activities, such as the United Church does. In the Waldo Way South precinct, use redevelopment opportunities around the United Church to better integrate the historic church building into downtown.

C.13

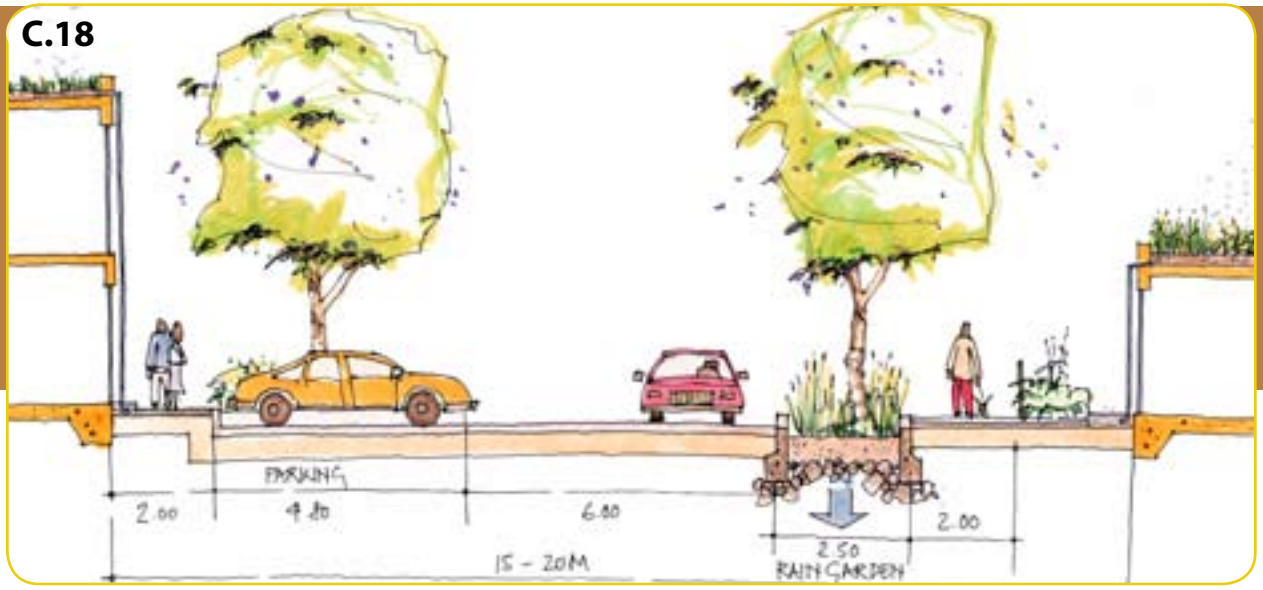
C.16 **Phase development over time.**
Phase development in Downtown Peachland to avoid disruption to the community. The Waldo Way South precinct is a priority area for residential redevelopment.

MOBILITY

C.17 **Make Waldo Way mews a pedestrian/ bike priority street.**
Develop Waldo Way as a "hidden gem" for strolling, shopping and socializing, and enjoying Lake Okanagan views by making this corridor a pedestrian and bike priority lane. Incorporate multiple pedestrian amenities, such as benches and lighting, and traffic calming measures. Restrict vehicle traffic on Waldo Way to early deliveries and emergency vehicles only.

C.18 **Enhance the pedestrian environment on all streets.**
Create an attractive, comfortable and safe streetscape environment throughout Downtown Peachland by enhancing the pedestrian environment on streets. Sidewalks on both sides of the street increase route choices for pedestrians walking through Downtown Peachland. Make sidewalks a minimum 2 metre width, and buffer sidewalks from vehicle travel lanes with planted boulevards and street trees.

C.19 **Create additional pedestrian crossings.**
Pedestrian crossings enhance the walkability of a neighbourhood by making streets safer to traverse. In Waldo Way South, create strong connectivity along the Waldo Way mews by creating mid-block curb bulges and well-lit cross walks where the Waldo Way mews intersects with side streets to create safe pedestrian crossings and to reinforce Waldo Way as a key pedestrian route.



C.20 Enhance pedestrian crossings.
Enhance existing and future pedestrian crossings with neckdowns at intersections to create shorter crossings, additional lighting for safety, and planted medians to create a buffer between vehicle lanes and sidewalks.

C.21 Transition Highway 97 to a scenic character through Peachland.
Highway 97 is a key mobility corridor for travelling through the District and accessing Downtown Peachland, and will continue to support this function whether it remains as a highway or becomes an arterial street if the highway relocates. Although the future location of Highway 97 is uncertain, the concept plan envisions this corridor as transitioning to a scenic route with a safer and more pedestrian-friendly character, similar to the recent highway improvements along the Sea to Sky highway. This character may be more- or less-strongly realized depending on the future plans for the highway corridor, and may include options such as: locating traffic lights at key intersections, with at-grade pedestrian highway crossings connecting to pedestrian access at 13th Street, 8th Street and Clements Crescent; creating a scenic streetscape with street trees at the sides and in a central boulevard along the road; and, reducing posted speeds through the segment from Princeton Avenue to Clements Crescent. The municipality has historically sought to make similar improvements to this corridor, and will be challenged to work creatively through inter-governmental negotiation to best achieve this vision.

sea to sky highway improvements

sea to sky highway improvements

C.22 **Create pedestrian crossings along Highway 97 in key locations.** Although the future location of Highway 97 is uncertain, the concept plan envisions this corridor as transitioning to a scenic route with a safer and more pedestrian-friendly character. Create safe pedestrian crossings of the highway at key locations. The maximum crossing distance for these crossings is 70 metres. Integrate community gardens into the pedestrian connections linking the ends of downtown streets with the highway corridor. The municipality has historically sought to make improvements to the highway corridor, and will be challenged to work creatively through inter-governmental negotiation to best achieve this vision.

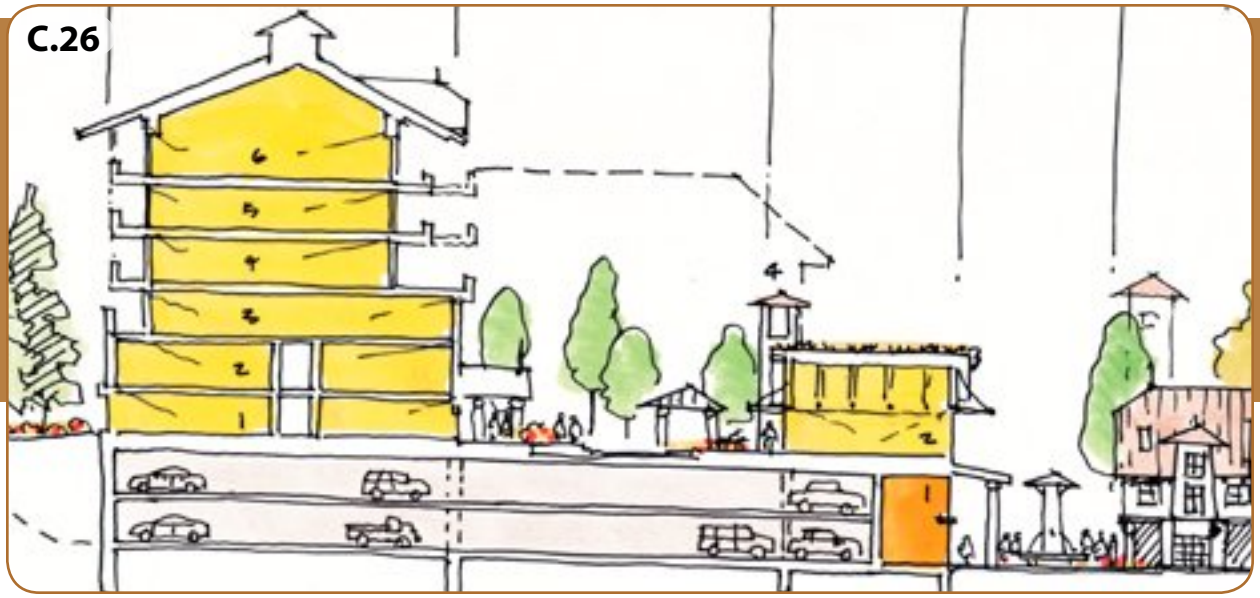
C.23 **Reduce travel lane and parking lane widths.** Calm traffic to the posted 30 kilometre design speed and create a pedestrian-friendly streetscape by reducing the paved width of travel and parking lanes. This will also reduce the total amount of paved surface and increase permeable surface area within Downtown Peachland. Except where shared with bicycles along Beach Avenue, reduce lane widths to a maximum of 3.2 metres. Integrate street trees, green storm water infrastructure and/ or additional planting into the remaining right-of-way width.

C.24 **Create pedestrian routes through the middle of blocks.** Create additional pedestrian routes through the middle of blocks by designing new buildings to provide throughways. Couple the throughways with small urban plazas internal to blocks to create a community garden amenity.

C.25 Reduce parking requirements.
A sustainable Downtown Peachland has more residents living in a safe and comfortable pedestrian environment that will encourage walking. Support this environment by reducing parking requirements for developments to a minimum one space/ maximum two spaces per dwelling unit. Use shared parking strategies to assist in implementing reduced parking standards.

C.26 Locate parking in stacked garages backing into the hillside along the highway.
Provide residential and visitor parking in structural parking. Line the edge of the parking structure with ground-oriented boutique commercial units along Waldo Way, and with stacked townhouses along side streets. Use the structured parking to serve both residents' and public parking needs.

C.27 Establish a local shuttle bus service.
Establish a transit shuttle service from key hillside residential areas and along Beach Avenue between the Beach Avenue South and 13th Street gateways. This will help alleviate parking pressures within the downtown area by allowing residents and visitors to park and easily travel to and move throughout the broader Downtown area without driving. Connect the shuttle service to future rapid regional service.

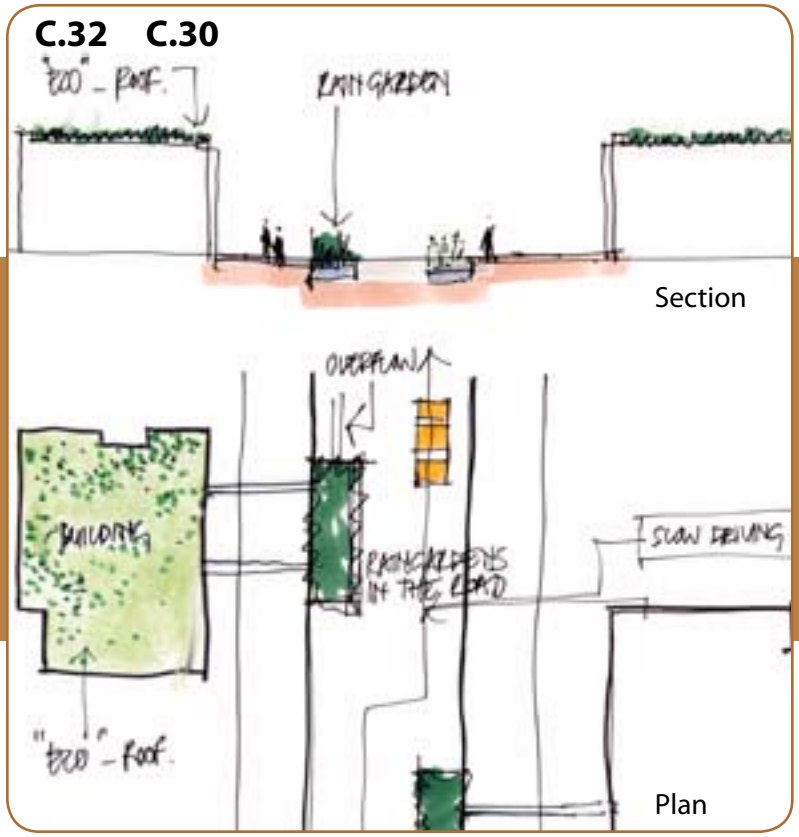


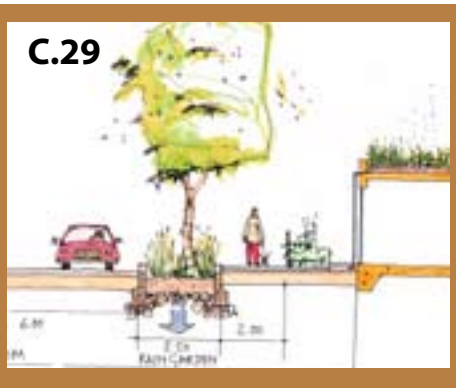
GREEN INFRASTRUCTURE and OPEN SPACE

C.28 Develop Waldo Way as a model "green lane".
Waldo Way presents an opportunity to showcase pedestrian priority and green infrastructure strategies while creating a unique strolling and shopping environment. As the Waldo Way mews develops, rebuild the lane with pervious paving, rain gardens and swales to create a natural infiltration model project. Consider the lane as a community amenity space first, and a street second.

C.29 Use street rights-of-way to collect and infiltrate storm water.
Collect and infiltrate storm water in the street verge or boulevard to sustainably manage runoff from streets. Use strategies such as raingardens, swales, and infiltration basins to collect, filter, and infiltrate storm water to recharge and minimize pollution of the natural hydrology system.

C.30 Build eco-roofs on new buildings.
New buildings present an opportunity to use eco roofs in Downtown Peachland. Eco-roofs or "green roofs," are rooftops planted with vegetation appropriate to the local climate. Eco-roofs add amenity space to buildings and have environmental benefits such as providing habitat, filtering air pollution, infiltrating stormwater, and countering the





heat island effect. Implement eco-roofs on all projects with 2,000 sq.m. (1/2 acre) or larger parcel size. Xeriscaped eco-roofs that do not require irrigation may cover up to 100% of the roof area. Eco-roofs requiring irrigation may cover between 40% to 50% of the roof area.

C.31 **Incorporate plazas on the eco-roofs of larger buildings.**
South-facing eco-roofs locate over parking structures. These provide visual amenities for the building's residents. In appropriate locations, the eco-roofs accommodate public courtyards with urban agriculture and garden spaces. Pedestrian access links these courtyards to the street.

C.32 **Harvest stormwater from roof surfaces.**
Harvest water from roof surfaces, store it in cisterns, and reuse it for irrigation. Use on-site water management strategies for all roof surfaces, including private residences.

C.33 **Situate boulevard planting along all streets.**
Boulevard plantings create a vibrant sense of place and provide opportunities for infiltration. Increase the number of boulevard plantings in Downtown Peachland to build on the success of the existing program. Integrate boulevard plantings with rain gardens for capturing and infiltrating storm water. Choose plants of low to medium heights to maintain visibility between the street and sidewalk.

C.34 **Integrate community gardens throughout Downtown Peachland.**
Community gardens include both edible and non-edible plants, and are defined as pieces of land that are gardened collectively by a group of people, with individuals often taking responsibility for individual plots. Incorporate community gardens throughout the fabric of Downtown

Peachland. In Waldo Way South, locate community gardens around pedestrian crossings, in boulevards, in under-used open space, and/ or within plazas and courtyards. Particularly, integrate community gardens into the pedestrian connections linking the ends of streets with the highway.

C.35 **Maximize the use of native and climate appropriate species.** To greatly decrease watering requirements, primarily use native and other plants appropriate to the Okanagan climate for all public spaces and non-edible community garden spaces. Maximize the use of xeriscaping – designing, implementing and managing planted areas to reduce or eliminate the need for irrigation, including methods such as selecting drought tolerant species, grouping species with similar moisture requirements, using mulch, and using drip irrigation at night to reduce evaporation.

C.36 **Target 30% tree canopy coverage 15 years after planting.** Develop an urban forest throughout Downtown Peachland to provide shade, reduce the urban heat island effect, and help maintain a pedestrian-scale environment as Downtown Peachland becomes more populated. Add street trees along both sides of all streets, as well as to parks and open space. Aim for a target of 30% tree canopy coverage 15 years after planting any area. The urban forest should also be expanded away from the waterfront.

Ensure that new development adds to the urban forest by requiring trees to be planted along property lines and within developments where appropriate.

C.37 Use appropriate street tree species.
Select street trees for their ability to thrive in the Okanagan climate and in an urban environment. Select species that have reduced water needs, help to mitigate the pollution in urban environments, are easy to maintain, and have deep rather than shallow rooting habits.

ENERGY

C.38 Integrate renewable energy systems.
Throughout Downtown Peachland, identify and implement renewable energy systems, such as geothermal, hydrothermal, solar energy generation, and waste heat capture. New development of larger buildings and civic buildings provide ideal opportunities for achieving this strategy.

C.39 Use building-scale green building strategies.
At the building scale, integrate strategies such as eco-roofs, green walls, waste heat capture, solar generation, solar shading, geothermal, etc. Use for all new buildings and retrofit existing buildings being restored.

C.40 Incorporate solar capacity in new and retrofit buildings.
Capitalize on the local environment by incorporating solar energy generation technology into new buildings and those being restored. Also use passive solar strategies, such as building orientation and strategic deciduous tree location to reduce energy required for heating and cooling buildings.

Waldo Way North

Sensitive infill along Beach Avenue maintains single-family character.

Units integrate home office or a secondary suite on the ground floor that is accessible from the Waldo Way pedestrian lane.

Townhouses provide ground-oriented seniors' living.

Coach houses front onto Waldo Way.

The Little School House is the anchor for a historical tourist hub with additional garden space.

The Wellness Centre

This is the symbol that shows just how strong this community really is, because it shows how important we consider the welfare of our most vulnerable citizens. I understand the building itself is from the early days of Peachland. The coffee morning on Mondays brings together some of the "shut-ins" for coffee and goodies, as well as a feeling of belonging. This building shows our "heart."

story collected from a Peachland resident during the Community Open House.

D

Waldo Way North

The **Waldo Way North** precinct lies between Fourth Street and Sixth Street, and west of Beach Avenue. The precinct is an important transition area between higher density residential development in Beach Avenue South and Waldo Way South, and the civic precinct at Cousins Park, with lower density residential neighbourhoods to the north. Waldo Way North precinct is a key opportunity for providing seniors' housing.

Waldo Way North carefully integrates residential density with heritage elements located in this precinct. This precinct hosts the Little Schoolhouse, which is an important anchor for the historical tourist hub that celebrates local historical buildings and provides increased open space and community gardens. Predominantly residential development characterizes the precinct, with opportunities for some home office and live/ work uses. The precinct features: low/ mid rise apartments up to six storeys – including seniors' residences; attached townhouses and rowhouses; and, fronting on Beach Avenue, attached homes with a single-family character that may accommodate up to six residential units within one building. Larger buildings locate along the slope of Highway 97, and building heights step down towards the lake.

Plazas and community gardens break up the mass of larger buildings and pedestrian-oriented streets lined with street trees and featuring rain gardens and planted boulevards connect this precinct to the surrounding neighbourhood. Walkways potentially wind up through community gardens at the ends of streets, connecting to the Highway 97 scenic route and hillside neighbourhoods. Waldo Way transitions to a pedestrian lane and demonstration "green lane" that provides access to secondary suites/ coach houses and home-based businesses on the east side, and to seniors' ground-oriented townhouses on the east side.

Buildings incorporate green energy solutions such as solar power generation, waste heat capture/ reuse, and use renewable energy sources, such as geo- or hydrothermal systems. Renewable energy opportunities associated with the Cousins Park precinct can extend to this precinct.

The Little Schoolhouse story

One little story, it was about 35 degrees Celsius in July or August. We were supposed to lift the building off its foundation. A contractor was to bring hydraulic jacks to do the raising. He did not show up. We waited and waited. I suggested we use ordinary car jacks to do the lifting. We did one corner at a time.

story collected from a Peachland resident during the Community Open House.

WALDO WAY NORTH STRATEGIES

D

LAND USE + BUILT FORM

D.1 Make Waldo Way North a residential transition area.
Waldo Way North provides increased residential density while also transitioning from the higher density Waldo Way South precinct toward the recreation and lower density residential areas toward the north. Locate a density of new, multi-storey residential developments, including seniors housing, in this area where the increased residential density will help support the nearby Beach Avenue South shopping area, and the taller buildings will provide a buffer between Downtown Peachland and the highway, while also transitioning down in scale from those in Waldo Way South. Integrate many plazas, courtyards, and community gardens to balance the increased development with natural amenities.

D.2 Develop Waldo Way as a pedestrian lane.
The lanes and side streets in Downtown Peachland provide additional opportunities for enlivening the neighbourhood with activity. In the Waldo Way North precinct, the character of Waldo Way changes to become a unique strolling and residential lane enlivened by a mix of residential entrances and home offices. Locate three storey stacked townhouses fronting along the west side of Waldo Way to provide ground-oriented seniors' housing. Design buildings fronting on Beach Avenue to have a secondary access point onto the pedestrian lane, particularly for secondary suites or coach houses and home office space located in the ground-floor. Integrate space for pedestrian activity, and pedestrian amenities such as rain shelters, and redesign the roadway to be shared between pedestrians, bicycles, and private automobiles.

D.3 Develop a tourism destination around the Little Schoolhouse.

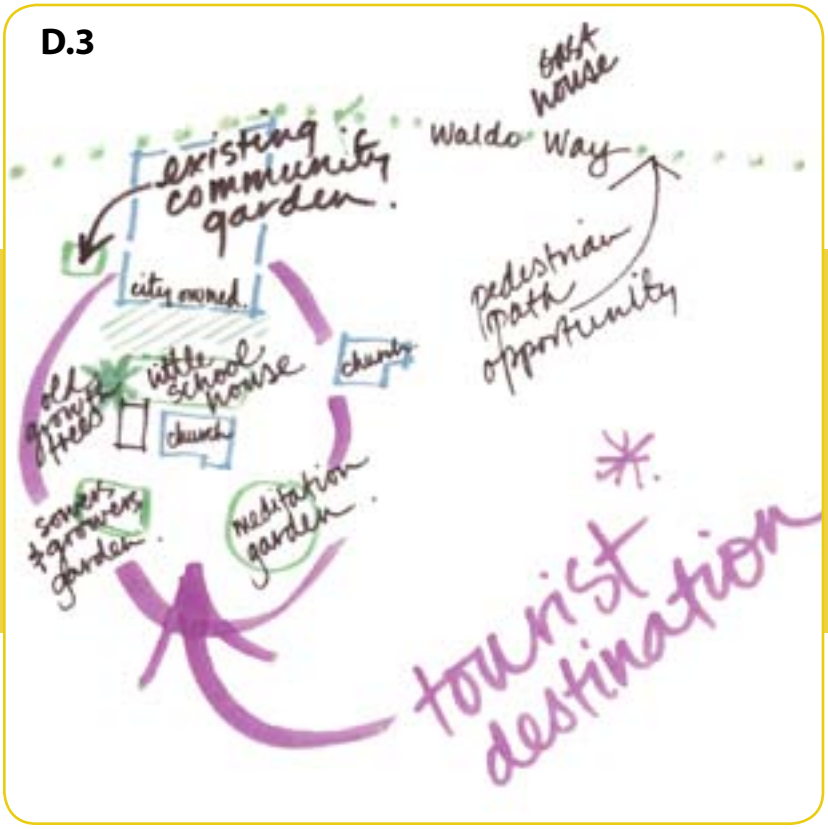
Build on the proximity of historical buildings, and the successful rejuvenation of the Little Schoolhouse to develop a historical tourist hub. Develop a unique streetscape with pedestrian amenities, integrate community gardens and green infrastructure pilot projects – such as replacing the parking lot with permeable paving – and work with associated groups to develop signature events to take place in this historic hub.

D.4 Make Waldo Way North a primary location for residential density.

The Waldo Way North precinct has second priority for residential density, after Waldo Way South and Beach Avenue South. Accommodate between 80 and 120 residential units in Waldo Way North. Many of these units will be in seniors' housing.

D.5 Locate some jobs within the residential neighbourhood.

Home-based businesses represent a significant portion of jobs in Peachland. Home-based businesses are a logical fit in the neighbourhood fabric of the downtown area where they are close to services and amenities. Support home-based businesses in the Waldo North precinct.



D.6 Balance overall Downtown residential units and commercial area.

To support a vibrant Downtown with viable commercial businesses, balance residential density through overall Downtown Peachland to support viable commercial space, at a ratio of 1 residential unit/ 20 sq.m commercial space

D.7 Contribute to a diversity of housing types and tenures.

To support the needs of Peachland's increasing and aging population, provide a range of housing opportunities throughout Downtown Peachland, including: single family, ground oriented townhouses, row houses, secondary suites, large apartments for families (3 bedrooms), and small apartments for singles. Twenty-five percent of total Downtown Peachland units should be small (800 sq.ft. or less) for individuals and couples wishing to downsize. The Waldo Way South precinct includes seniors' apartments and townhouses, and secondary suites (primarily fronting on Waldo Way mews) that can both contribute to housing diversity and provide smaller units.

D.8 Locate most residential units in stacked apartment buildings.

Most residential units in Waldo Way North are in stacked buildings between two and six storeys high located at the west side of the precinct, where they contribute to buffering between Highway 97 and the waterfront. Currently, this includes those units in both the proposed and existing seniors' residences, the latter that could redevelop as a higher building with more units over time.

D.9 **Densify units fronting on Beach Avenue.**
Allow sensitive infill along Beach Avenue over time by permitting secondary suites, single-family scale multi-unit developments such as duplexes and/ or rowhouses, and coach houses. Encourage secondary units to have their primary access from Waldo Way pedestrian lane.

D.10 **Front townhouses on Waldo Way pedestrian lane.**
Locate three storey stacked townhouses fronting along the west side of Waldo Way for ground-oriented seniors' housing. Design buildings fronting on Beach Avenue to have a secondary access point onto the lane, particularly for secondary suites or coach houses and for home office/ studio space located in the ground-floor.

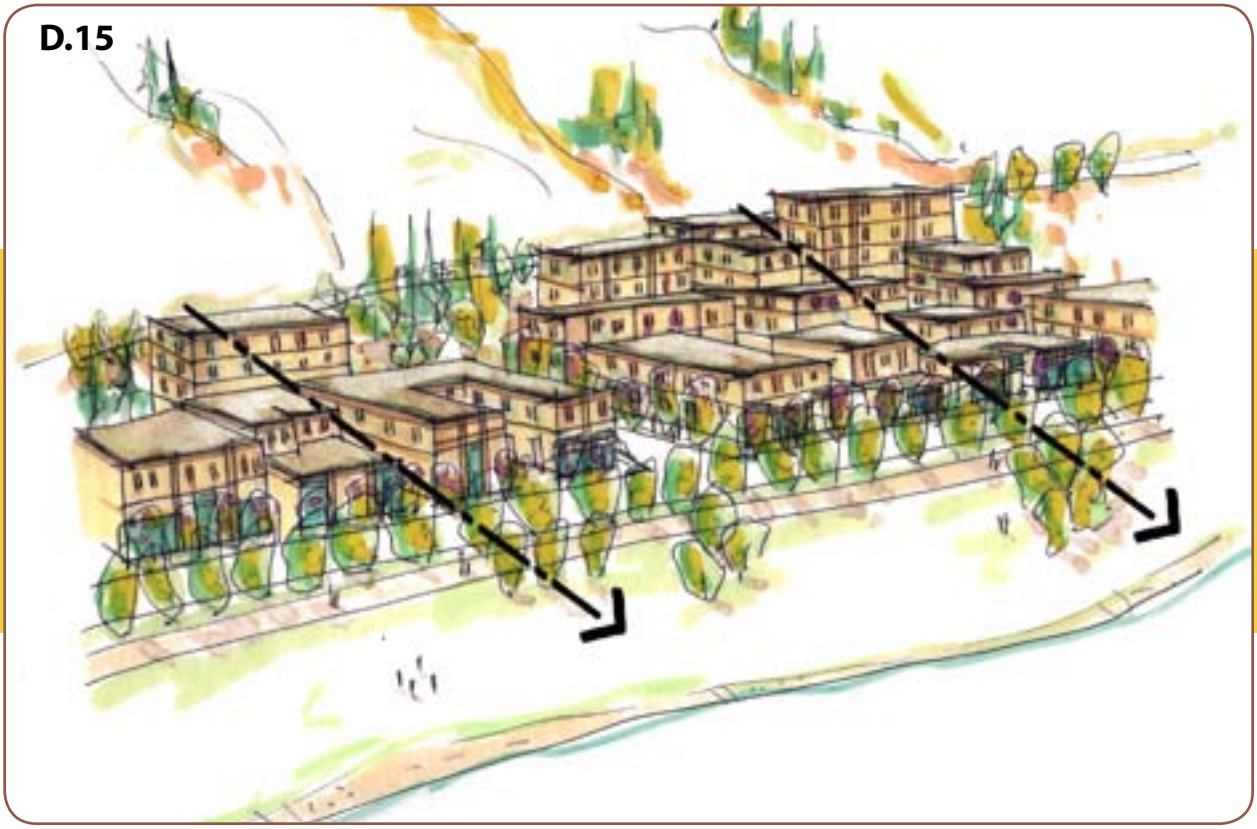
D.11 **Maintain the fine-grained fabric of existing parcel sizes.**
The existing pattern of parcel sizes in Downtown Peachland helps to create a pedestrian scale, village character. Maintain this pattern through new development by prohibiting parcel assemblies and the development of large buildings that occupy multiple blocks. Articulate all building facades longer than sixty-five feet to effectively break larger masses into smaller modules.

D.12 **Build zero- and minimum-lot line developments.**
Maintain a pedestrian scale downtown by building stacked apartment buildings and ground-oriented residential units with a minimum-lot line for frontage conditions, allowing a small front yard.

D.13 **Design flexible ground floor unit spaces.**
Adaptable and reusable building types and floor space layouts are able to respond to changing economies and reduce waste and lifecycle costs. In Waldo Way North, residential buildings fronting on Beach Avenue have a flexible ground floor that can either be part of the residence, or can be utilized as a secondary suite or home office, with access from Waldo Way pedestrian lane.

D.14 **Vary building heights between two and six storeys.**
Generally, vary building heights for multi-storey buildings to protect solar access to the surrounding buildings and pedestrian environments, protect views, and minimize wind tunnel effects. Develop buildings to maximum six storeys in Waldo Way North.

D.15 **Step building heights down toward the lake.**
Respond to existing topography and protect lake views by locating taller buildings toward the west with lower buildings closer to the lake. In Waldo Way North, step rooflines or portions of rooflines of larger buildings down from higher elevations along Highway 97 to lower elevations toward the east.



D.16 Protect lake views.
Downtown Peachland's greatest asset is the waterfront. Protect and enhance existing views to the waterfront from side streets, and design new development to maximize views. Maintain/ create breaks between buildings to provide additional views from the lanes.

D.17 Identify and integrate into the community existing historic buildings.
Original buildings provide an opportunity to celebrate the history of Peachland and to maintain a rich downtown character. Integrate historic buildings into the community both by designing new, adjacent buildings to respect their scale and context (e.g. step down building massing in proximity to historical buildings and avoid long blank walls), and by actively using historic buildings for community activities, such as the Little Schoolhouse and Wellness Centre do. In the Waldo Way North precinct, use redevelopment opportunities around the Little Schoolhouse to create a unique tourist destination.

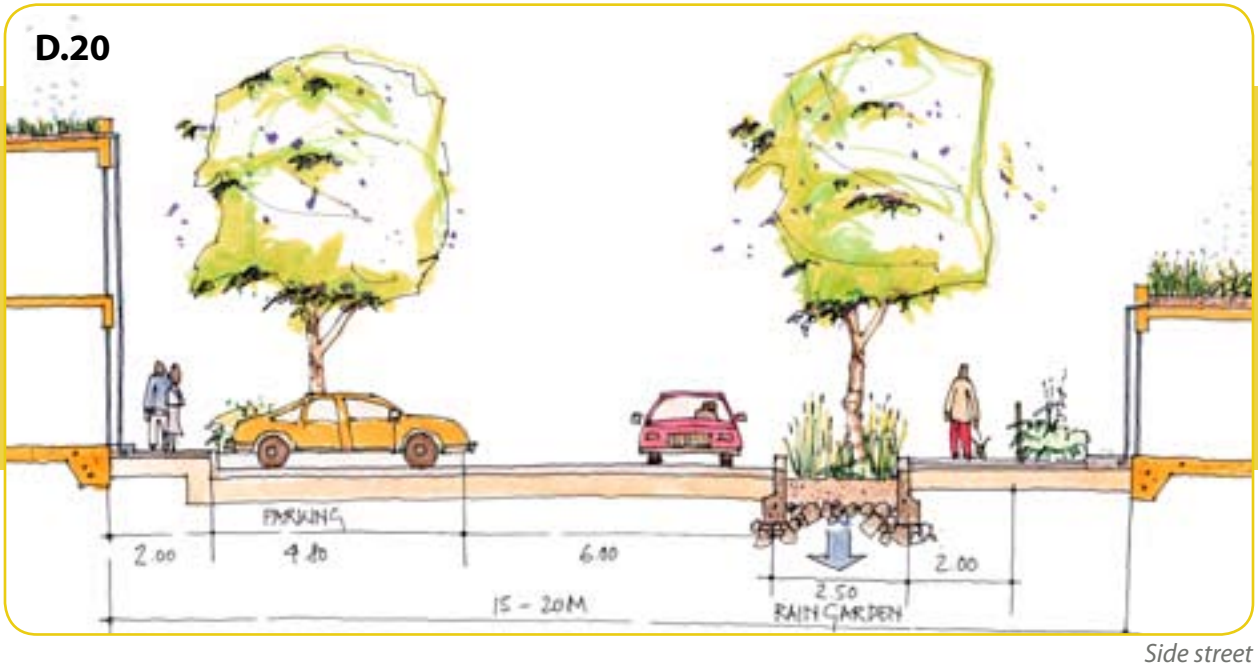
D.18 Phase development over time.
Phase development in Downtown Peachland to avoid disruption to the community. The Waldo Way North precinct has secondary priority for residential redevelopment after Waldo Way South and Beach Avenue South.

MOBILITY

D.19 Make Beach Avenue and Waldo Way greenway pedestrian priority streets.
Support Beach Avenue as Downtown Peachland's "Main Street" and Waldo Way as a "hidden gem" for strolling and socializing, and enjoying Lake Okanagan views by making these corridors pedestrian priority streets through incorporating multiple pedestrian amenities, such as benches and lighting, and traffic calming measures. Restrict vehicle traffic on Waldo Way to local residents and emergency vehicles only.

D.20 Enhance the pedestrian environment on all streets.
Create an attractive, comfortable and safe streetscape environment throughout Downtown Peachland by enhancing the pedestrian environment on all streets. Sidewalks on both sides of the street increase route choices for pedestrians walking through Downtown Peachland. Make sidewalks a minimum 2 metre width, and buffer sidewalks from vehicle travel lanes with planted boulevards and street trees.

D.21 Create additional pedestrian crossings.
Pedestrian crossings enhance the walkability of a neighbourhood by making streets safer to traverse. In Waldo Way North, create strong connectivity along Beach Avenue by locating pedestrian crossings at both sides of all intersections. Achieve this over the long term in response to the downtown becoming more dense and busy, and to



Side street

allow implementation to occur within the context of other priorities for revitalizing the downtown. Create mid-block curb bulges and well-lit cross walks where the Waldo Way mews intersects with side streets to create safe pedestrian crossings and to reinforce Waldo Way as a key pedestrian route.

D.22 Enhance pedestrian crossings.
Enhance existing and future pedestrian crossings with neckdowns at intersections to create shorter crossings, additional lighting for safety, and planted medians to create a buffer between vehicle lanes and sidewalks.

D.23 Transition Highway 97 to a scenic character through Peachland.
Highway 97 is a key mobility corridor for travelling through the District and accessing Downtown Peachland, and will continue to support this function whether it remains as a highway or becomes an arterial street if the highway relocates. Although the future location of Highway 97 is uncertain, the concept plan envisions this corridor as transitioning to a scenic route with a safer and more pedestrian-friendly character, similar to the recent highway improvements along the Sea to Sky highway. This character may be more- or less-strongly realized depending on the future plans for the highway corridor, and may include options such as: locating traffic lights at key intersections, with at-grade pedestrian highway crossings connecting to pedestrian access at 13th Street, 8th Street and Clements Crescent; creating a scenic streetscape with street trees at the sides and in a central boulevard along the road; and, reducing posted speeds through the segment from Princeton Avenue to Clements Crescent. The municipality

sea to sky highway improvements

has historically sought to make similar improvements to this corridor, and will be challenged to work creatively through inter-governmental negotiation to best achieve this vision.

D.24 **Create pedestrian crossings along Highway 97 in key locations.** Although the future location of Highway 97 is uncertain, the concept plan envisions this corridor as transitioning to a scenic route with a safer and more pedestrian-friendly character. Create safe pedestrian crossings of the highway at key locations. The maximum crossing distance for these crossings is 70 metres. Integrate community gardens into the pedestrian connections linking the ends of downtown streets with the highway corridor. The municipality has historically sought to make improvements to the highway corridor, and will be challenged to work creatively through inter-governmental negotiation to best achieve this vision.

D.25 **Reduce travel lane and parking lane widths.** Calm traffic to the posted 30 kilometre design speed and create a pedestrian-friendly streetscape by reducing the paved width of travel and parking lanes. This will also reduce the total amount of paved surface and increase permeable surface area within Downtown Peachland. Except where shared with bicycles, reduce lane widths to a maximum of 3.2 metres. Integrate street trees, green storm water infrastructure and/ or additional planting into the remaining right-of-way width.

D.26 **Create pedestrian routes through the middle of blocks.** Create additional pedestrian routes through the middle of blocks by designing new buildings to provide throughways. Couple the throughways with small urban plazas internal to blocks to create a community garden amenity.

D.27 **Reduce parking requirements.**
A sustainable Downtown Peachland has more residents living in a safe and comfortable pedestrian environment that will encourage walking. Support this environment by reducing parking requirements for developments to a minimum one space/ maximum two spaces per dwelling unit. Use shared parking strategies to assist in implementing reduced parking standards.

D.28 **Reduce parking along the east side of Beach Avenue.**
Reduce parking along the east side of Beach Avenue to increase the sense of connectivity with Lake Okanagan. In Waldo Way North, where on-street parking provides key access to the beach, selectively reduce one or two spaces of east-side on-street parking around intersections to enhance pedestrian safety and connectivity. Balance these on-street parking reductions with increased public parking in structured parking in Waldo Way South precinct.

D.29 **Locate parking in stacked garages backing into the hillside along the highway.**
Provide residential and visitor parking in structural parking. Line the edge of the parking structure with ground-oriented boutique commercial units along Waldo Way, and with stacked townhouses along side streets. Use the structured parking to serve both residents' and public parking needs.

D.30 **Create a drop-off spots along Beach Avenue.**
Accommodate people wanting to access the beach by creating drop-off spots along the east side of Beach Avenue to allow unloading of people and equipment. This provides an alternative access to waterfront amenities despite reduced east-side on-street parking.

D.31 Establish a local shuttle bus service.
Establish a transit shuttle service from key hillside residential areas and along Beach Avenue between the Beach Avenue South and 13th Street gateways. This will help alleviate parking pressures within the downtown area by allowing residents and visitors to park and easily travel to and move throughout the broader Downtown area without driving. Connect the shuttle service to future rapid regional service.

GREEN INFRASTRUCTURE and OPEN SPACE

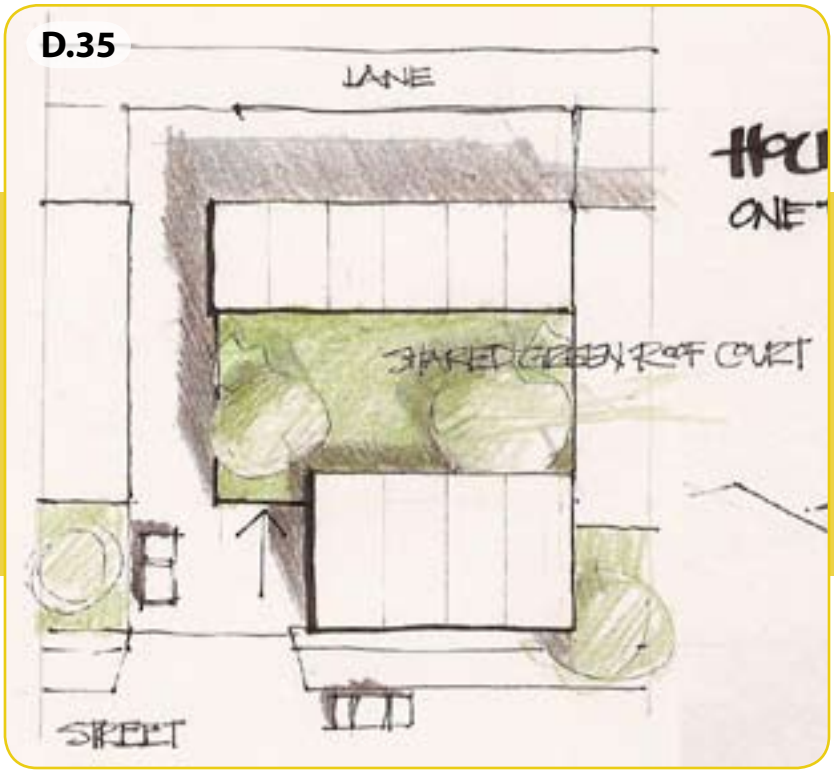
D.32 Develop Waldo Way as a model "green lane".
In this residential area, Waldo Way presents an opportunity to showcase pedestrian priority and green infrastructure strategies while creating a unique strolling and residential pedestrian lane. Revitalize the Waldo Way pedestrian lane with pervious paving, rain gardens and swales to create a natural infiltration model project. Consider the lane as a community amenity space first, and a street second.

D.33 Use street rights-of-way to collect and infiltrate storm water.
Collect and infiltrate storm water in the street verge or boulevard to sustainably manage runoff from streets. Use strategies such as raingardens, swales, and infiltration basins to collect, filter, and infiltrate storm water to recharge and minimize pollution of the natural hydrology system.

D.34 **Build eco roofs on new buildings.**
New buildings present an opportunity to use eco roofs in Downtown Peachland. Eco-roofs or "green roofs," are rooftops planted with vegetation appropriate to the local climate. Eco-roofs add amenity space to buildings and have environmental benefits such as providing habitat, filtering air pollution, infiltrating stormwater, and countering the heat island effect. Implement eco-roofs on all projects with a 2,000 sm. (1/2 acre) or larger parcel size. Xeriscaped eco-roofs that do not require irrigation may cover up to 100% of the roof area. Eco-roofs requiring irrigation may cover between 40% to 50% of the roof area.

D.35 **Incorporate plazas on the eco-roofs of larger buildings.**
South-facing eco-roofs locate over parking structures. These provide visual amenities for the building's residents. In appropriate locations, the eco-roofs accommodate public courtyards with urban agriculture and garden spaces. Pedestrian access links these courtyards to the street.

D.36 **Harvest stormwater from roof surfaces.**
Harvest water from standard roof surfaces, store it in cisterns, and reuse it for irrigation. Use on-site water management strategies for all standard roof surfaces, including private residences.



D.37 Situate boulevard planting along all streets.
Boulevard plantings create a vibrant sense of place and provide opportunities for infiltration. Increase the number of boulevard plantings in Downtown Peachland to build on the success of the existing program. Integrate boulevard plantings with rain gardens for capturing and infiltrating storm water. Choose plants of low to medium heights to maintain visibility between the street and sidewalk.

D.38 Integrate community gardens throughout Downtown Peachland.
Community gardens include both edible and non-edible plants, and are defined as pieces of land that are gardened collectively by a group of people, with individuals often taking responsibility for individual plots. Incorporate community gardens throughout the fabric of Downtown Peachland. In Waldo Way South, locate community gardens around pedestrian crossings, in boulevards, in under-used open space, and/ or within plazas and courtyards. Particularly, integrate community gardens into the pedestrian connections linking the ends of streets with the highway.

D.39 Maximize the use of native and climate appropriate species.
To greatly decrease watering requirements, primarily use native and other plants appropriate to the Okanagan climate for all public spaces and non-edible community garden spaces. Maximize the use of xeriscaping – designing, implementing and managing planted areas to reduce or eliminate the need for irrigation, including methods such as selecting drought tolerant species, grouping species with similar moisture requirements, using mulch, and using drip irrigation at night to reduce evaporation.

D.40 **Target 30% tree canopy coverage 15 years after planting.** Develop an urban forest throughout Downtown Peachland to provide shade, reduce the urban heat island effect, and help maintain a pedestrian-scale environment as Downtown Peachland becomes more populated. Add street trees along both sides of all streets, as well as to parks and open space. Aim for a target of 30% tree canopy coverage 15 years after planting any area. Ensure that new development adds to the urban forest by requiring trees to be planted along property lines and within developments where appropriate.

D.41 **Use appropriate street tree species.** Select street trees for their ability to thrive in the Okanagan climate and in an urban environment. Select species that have reduced water needs, help to mitigate the pollution in urban environments, are easy to maintain, and have deep rather than shallow rooting habits.

ENERGY

D.42 **Create a district energy system demonstration project.** Use the development of the Cousins Park civic node, including the development of the seniors' living facility in Waldo Way North, to create a demonstration district energy project.

D.43 **Integrate renewable energy systems.**
Throughout Downtown Peachland, identify and implement renewable energy systems, such as geothermal, hydrothermal, solar energy generation, and waste heat capture. New development of larger buildings and civic buildings provide ideal opportunities for achieving this strategy.

D.44 **Use building-scale green building strategies.**
At the building scale, integrate strategies such as eco-roofs, waste heat capture, solar generation, solar shading, geothermal, etc. Use for all new buildings and retrofit existing buildings being restored.

D.45 **Incorporate solar capacity in new and retrofit buildings.**
Capitalize on the local environment by incorporating solar energy generation technology into new buildings and those being restored. Also use passive solar strategies, such as building orientation and strategic deciduous tree location to reduce energy required for heating and cooling buildings.

Cousins Park

Trees are planted around the perimeter of the park.

Community gardens locate near the 50+ centre. They also contribute to stormwater capture and infiltration.

The playing fields are an ideal space for geothermal energy loops.

Pedestrian connections between Cousins Park and the waterfront are enhanced.

The Recreations Centre features a new eco-roof.

A demonstration xeriscape garden locates in a prominent location along Beach Avenue near the restored Old Primary school.

Old Primary School

I can't say I want to restore the primary school because I was a student or teacher there but I know how much people value their memories there. The building reflects the past and has many stories of its own. Why pull down a perfectly usable building? This is a green era we live in and recycling is in!! I envisage a larger community meeting place, devoted to cultural activities. With careful planning it can be built to offer even more opportunities. Long live the primary school!

story collected from a Peachland resident during the Community Open House.

The **Cousins Park** precinct lies between Sixth Street and Eighth Street, and west of Beach Avenue. The precinct serves as the visitor and recreation hub of Downtown Peachland.

This precinct builds upon the synergies of potential park uses, including the new visitors' centre and Boys' and Girls' Club in the Old Primary School, community gardens, demonstration xeriscape gardens, and increased programming of recreation uses. The concept plan also strengthens the connection between the park and the waterfront, with enhanced pedestrian connections and decreased parking along the waterfront. These strategies increase the number and variety of users to animate the park throughout the day, and throughout the seasons.

The precinct integrates a district energy project and a new eco-roof on the Recreation Centre, along with the xeriscape garden, streetside rain gardens and swales that capture and filter rain water, and cisterns and rain barrels that collect rain water off standard roofs for irrigation use. Together, these features create a demonstration project for viewing by visitors to Peachland.

OLD PRIMARY SCHOOL STORY

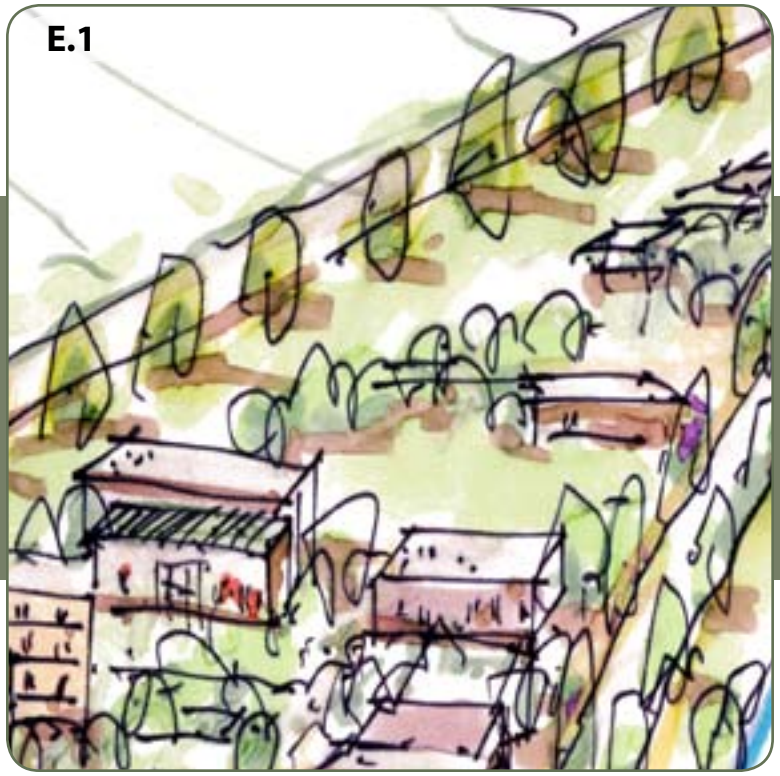
This grand lady is 101 years old! She was the focal point of the community where the youth were educated, and the adults met for meetings of common interest. It is my sincere hope that our current council will vote to keep this old building so that it can continue to house community events and social enterprises. Recycling old buildings maintains their heritage and historic value while giving them a new life with new uses. People would continue to be nurtured if this building can be used by Big Brothers and Big Sisters as well as the chamber/visitors centre, as proposed by the Primary School Review Committee.

story collected from a Peachland resident during the Community Open House.

COUSINS PARK STRATEGIES

LAND USE and BUILT FORM

E.1 **Develop Cousin's Park as a visitor and community hub.** Capitalize on the synergies between the Fifty Plus and Recreation centres, and the Old Primary School – the new home of the Peachland Information Centre and the Boy's and Girls Club – to create a central point between the two downtown gateways for greeting visitors to Peachland and serving community members. Integrate a xeriscape garden on the grounds of the restored Old Primary School and a community vegetable garden adjacent to the Fifty Plus Centre, and use these, the new green roof on the Recreation Centre, and the new green energy system as demonstration projects to teach visitors about Peachland's sustainability initiatives. Create strong pedestrian connections between these civic uses and Swim Beach to link the visitor/ community hub to Peachland's preeminent swimming spot.



MOBILITY

E.2 Relocate the public boat launch.
The concept plan envisions the boat launch relocated outside Downtown Peachland to eliminate trailer parking along Beach Avenue, reduce seasonal parking stress and increase the sense of connectivity to the waterfront. The new location must provide trailer and car parking. One potential location noted during the charrette is south of the Princeton Avenue intersection. Implementation of this strategy will be challenging; while the municipality may support the idea in principle, finding and securing a suitable alternative location for the public boat launch and associated parking has been prohibitively onerous in past attempts.

E.3 Enhance the pedestrian environment on all streets.
Create an attractive, comfortable and safe streetscape environment throughout Downtown Peachland by enhancing the pedestrian environment on all streets. Add street trees and sidewalks to both sides of streets, with benches, lighting and planted boulevards to provide a safe, comfortable and sheltered walking route.

E.4 Build sidewalks on both sides of all streets.
Create an attractive, comfortable and safe streetscape environment throughout Downtown Peachland by

possible location for boat launch

enhancing the pedestrian environment on side streets. Sidewalks on both sides of the street increase route choices for pedestrians walking through Downtown Peachland. Make sidewalks a minimum 2 metre width, and buffer sidewalks from vehicle travel lanes with planted boulevards and street trees.

E.5 **Create additional pedestrian crossings.**
Pedestrian crossings enhance the walkability of a neighbourhood by making streets safer to traverse. In the Cousins Park precinct, create strong connectivity between the civic node and the waterfront by locating pedestrian crossings at both sides of all intersections. Achieve this over the long term in response to the downtown becoming more dense and busy, and to allow implementation to occur within the context of other priorities for revitalizing the downtown.

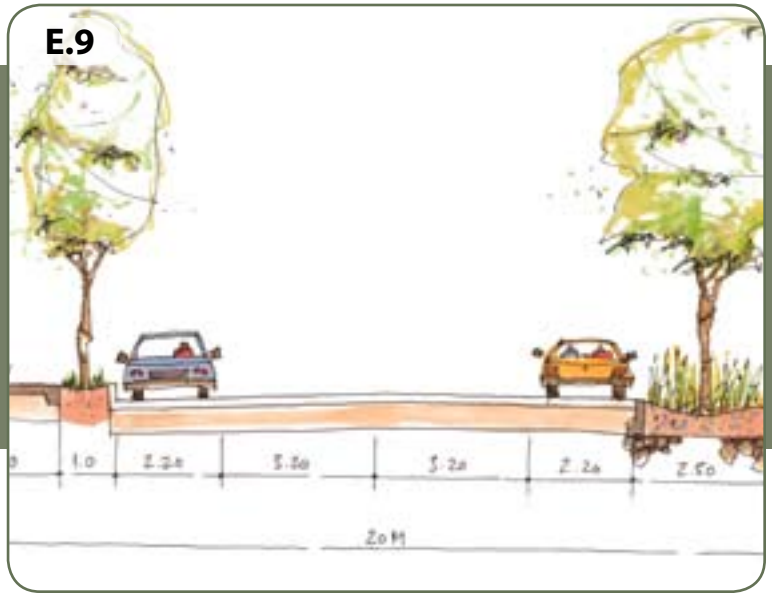
E.6 **Enhance pedestrian crossings.**
Enhance existing and future pedestrian crossings with neckdowns at intersections to create shorter crossings, additional lighting for safety, and planted medians to create a buffer between vehicle lanes and sidewalks.

E.7 **Transition Highway 97 to a scenic character through Peachland.**
Highway 97 is a key mobility corridor for travelling through the District and accessing Downtown Peachland, and will continue to support this function whether it remains as a highway or becomes an arterial street if the highway relocates. Although the future location of Highway 97 is uncertain, the concept plan envisions this corridor as transitioning to a scenic route with a safer and more

sea to sky highway improvements

pedestrian-friendly character, similar to the recent highway improvements along the Sea to Sky highway. This character may be more- or less-strongly realized depending on the future plans for the highway corridor, and may include options such as: locating traffic lights at key intersections, with at-grade pedestrian highway crossings connecting to pedestrian access at 13th Street, 8th Street and Clements Crescent; creating a scenic streetscape with street trees at the sides and in a central boulevard along the road; and, reducing posted speeds through the segment from Princeton Avenue to Clements Crescent. The municipality has historically sought to make similar improvements to this corridor, and will be challenged to work creatively through inter-governmental negotiation to best achieve this vision.

E.8 **Create pedestrian crossings along Highway 97 in key locations.** Although the future location of Highway 97 is uncertain, the concept plan envisions this corridor as transitioning to a scenic route with a safer and more pedestrian-friendly character. Create safe pedestrian crossings of the highway at key locations. The maximum crossing distance for these crossings is 70 metres. Integrate community gardens into the pedestrian connections linking the ends of downtown streets with the highway corridor. The municipality has historically sought to make improvements to the highway corridor, and will be challenged to work creatively through inter-governmental negotiation to best achieve this vision.



E.9 Reduce travel lane and parking lane widths.
Calm traffic to the posted 30 kilometre design speed and create a pedestrian-friendly streetscape by reducing the paved width of travel and parking lanes. This will also reduce the total amount of paved surface and increase permeable surface area within Downtown Peachland. Except where shared with bicycles, reduce lane widths to a maximum of 3.2 metres. Integrate street trees, green storm water infrastructure and/ or additional planting into the remaining right-of-way width.

E.10 Reduce parking along the east side of Beach Avenue.
Reduce parking along the east side of Beach Avenue to increase the sense of connectivity with Lake Okanagan. In Beach Avenue South, where on-street parking provides key access to the commercial area as well as the Centennial Park, selectively reduce one or two spaces of east-side on-street parking around intersections to enhance pedestrian safety and connectivity. Balance these on-street parking reductions with increased public parking in structured parking in Waldo Way South precinct.

E.11 Create a drop-off spot along Beach Avenue.
Accommodate people wanting to access Swim Beach by creating a drop-off spot in proximity to the beach to allow unloading of people and equipment. This provides an alternative access to waterfront amenities despite reduced east-side on-street parking.

E.12 Establish a local shuttle bus service.
Establish a transit shuttle service from key hillside residential areas and along Beach Avenue between the Beach Avenue South and 13th Street gateways. This will help alleviate parking pressures within the downtown area by allowing residents and visitors to park and easily travel to and move throughout the broader Downtown area without driving. Connect the shuttle service to future rapid regional service.

GREEN INFRASTRUCTURE and OPEN SPACE

E.13 Use street rights-of-way to collect and infiltrate storm water.
Collect and infiltrate storm water in the street verge or boulevard to sustainably manage runoff from streets. Use strategies such as raingardens, swales, and infiltration basins to collect, filter, and infiltrate storm water to recharge and minimize pollution of the natural hydrology system.

E.14 Use pervious pavement on recreational pathways.
Pervious surfaces such as pervious asphalt paving, etc should be used on recreational pathways, providing accessibility is still achieved.

E.15 Situate boulevard planting along all streets.
Boulevard plantings create a vibrant sense of place and provide opportunities for infiltration. Increase the number of boulevard plantings in Downtown Peachland to build on the success of the existing program. Integrate boulevard plantings with rain gardens for capturing and infiltrating storm water. Choose plants of low to medium heights to maintain visibility between the street and sidewalk.

E.16 Integrate community gardens throughout Downtown Peachland.

Community gardens include both edible and non-edible plants, and are defined as pieces of land that are gardened collectively by a group of people, with individuals often taking responsibility for individual plots. Incorporate community gardens throughout the fabric of Downtown Peachland. In the Cousins Park precinct, locate community gardens around pedestrian crossings, in boulevards, in under-used open space, and/ or within plazas and courtyards. Particularly, incorporate a community garden in Cousins Park as part of the 50+ Centre, and a xeriscape demonstration garden as part of the Old Primary School renovation.

E.17 Maximize the use of native and climate appropriate species.

To greatly decrease watering requirements, primarily use native and other plants appropriate to the Okanagan climate for all public spaces and non-edible community garden spaces. Maximize the use of xeriscaping – designing, implementing and managing planted areas to reduce or eliminate the need for irrigation, including methods such as selecting drought tolerant species, grouping species with similar moisture requirements, using mulch, and using drip irrigation at night to reduce evaporation.

E.18 **Target 30% tree canopy coverage 15 years after planting.**
Develop an urban forest throughout Downtown Peachland to provide shade, reduce the urban heat island effect, and help maintain a pedestrian-scale environment as Downtown Peachland becomes more populated. Add street trees along both sides of all streets, as well as to parks and open space. Aim for a target of 30% tree canopy coverage 15 years after planting any area. The urban forest should also be expanded away from the waterfront. Ensure that new development adds to the urban forest by requiring trees to be planted along property lines and within developments where appropriate.

E.19 **Use appropriate street tree species.**
Select street trees for their ability to thrive in the Okanagan climate and in an urban environment. Select species that have reduced water needs, help to mitigate the pollution in urban environments, are easy to maintain, and have deep rather than shallow rooting habits.

ENERGY

E.20 **Create a district energy system demonstration project.**
Use the development of the Cousins Park civic node, including the development of the seniors' living facility in Waldo Way North, to create a demonstration district energy project.

E.21 **Integrate renewable energy systems.**
Throughout Downtown Peachland, identify and implement renewable energy systems, such as geothermal, hydrothermal, solar energy generation, and waste heat capture. New development of larger buildings and civic buildings provide ideal opportunities for achieving this strategy.

E.22 **Use building-scale green building strategies.**
At the building scale, integrate strategies such as eco-roofs, green walls, waste heat capture, solar generation, solar shading, geothermal, etc. Use for all new buildings and retrofit existing buildings being restored.

E.23 **Incorporate solar capacity in new and retrofit buildings.**
Capitalize on the local environment by incorporating solar energy generation technology into new buildings and those being restored. Also use passive solar strategies, such as building orientation and strategic deciduous tree location to reduce energy required for heating and cooling buildings.

Context Area

A well-designed streetscape marks this entry point to downtown.

Mixed use buildings with ground floor commercial and upper floor offices or residential help to support local shops.

Locally-owned and operated businesses like the Bliss Bakery help to create a unique character at the gateway.

Access is provided for all modes of transportation, including a new public day wharf for boats.

Sensitive infill fronts onto lanes and avenues.

Street trees line Beach Avenue

Lots without rear lanes gradually densify with secondary suites or by transitioning to multi-family.

The **Context Area** lies between Eighth Street and the 13th Street gateway, and west and north of Beach Avenue. The context area is technically not part of the core study site, but was explored in the Community Design Event in recognition of the strong relationship between development activities in this area and successfully achieving the concept plan vision for the downtown core. This section captures key approaches in the concept plan to addressing the context area land use and built form in support of creating a vital and viable downtown area.

The concept plan envisions most of the context area retaining a single-family character while gradually transitioning to incorporate additional residential units. Additional units may integrate within larger existing and new buildings, or be built as separate infill buildings on a single property. Where laneways exist within this area, infill homes locate facing the laneways. Building height is between 2 and 3 storeys, and steps down toward the waterfront side. New buildings locate closer to the street to create a porch-lined streetscape.

The concept plan envisions the 13th Street Gateway as the secondary key gateway and shopping node for Downtown Peachland, which must be considered within the overall balance of residential units and commercial area throughout Downtown Peachland. Specifically, development throughout Downtown Peachland must maintain a 1-unit : 20-sq.m. residential-unit-to-commercial-area ratio to support viable businesses. The 13th Street Gateway may incorporate a new public day wharf to contribute to increased accessibility to Downtown Peachland for all transportation modes.

The vision for the context area also supports home office uses. Home-based businesses are a logical fit in the neighbourhood fabric of the downtown area where they are close to services and amenities.

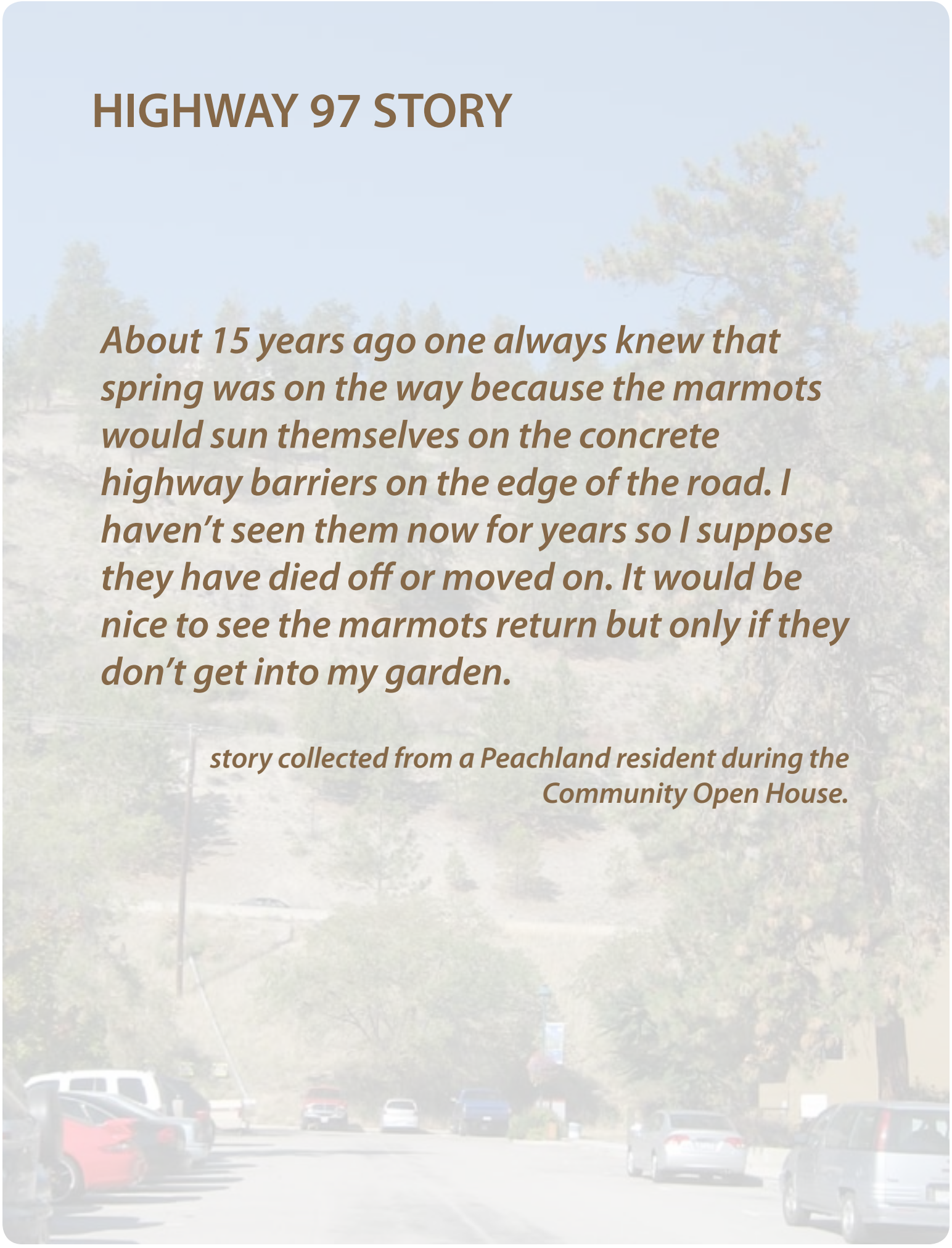
As in the downtown core, eco-roofs and streetside rain gardens and swales capture and filter rain water, and cisterns and rain barrels collect rain water off standard roofs for irrigation use. Buildings incorporate green energy solutions such as solar power generation, waste heat capture/ reuse, and use renewable energy sources, such as geo- or hydrothermal systems.

Reflecting improvements in the downtown core, the context area has an enhanced pedestrian realm, with wide sidewalks, street trees, boulevard plantings, community gardens, benches and lighting on both sides of the street.

HIGHWAY 97 STORY

About 15 years ago one always knew that spring was on the way because the marmots would sun themselves on the concrete highway barriers on the edge of the road. I haven't seen them now for years so I suppose they have died off or moved on. It would be nice to see the marmots return but only if they don't get into my garden.

story collected from a Peachland resident during the Community Open House.



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CONTEXT AREA APPROACHES

The following approaches describe the land use and built form ideas illustrated in the concept plan vision for the context area. Many of the strategies for mobility, green infrastructure, open space and energy included in precincts A to E could also apply to the context area.

LAND USE AND BUILT FORM

Consider development of the context area in tandem with the core study site.

Development in the core study site must consider development in the context area to support the vitality of both while carefully balancing the overall residential unit number and commercial area throughout Downtown Peachland. Specifically, development must maintain a 1-unit : 20-sq.m. residential-unit-to-commercial-area ratio to support viable businesses. The concept plan envisions that development of the 13th Street gateway will potentially add commercial area beyond the 16,000 square metres possible in the core study site. This means additional residential units may also be required beyond the 500-600 in the core study site to maintain the residential-unit-to-commercial-area ratio.

potential new development at the 13th Avenue gateway

Make 13th Street Gateway a prominent, distinctive mixed-use node.

Develop the gateways to Downtown Peachland, at Beach Avenue South and the 13th Street Gateway precincts, as characteristic, mixed-use neighbourhoods. Integrate open space, residential, employment, shopping, recreation, and cultural uses within these nodes. The 13th Street Gateway is the less prominent of the two nodes, providing a small satellite commercial area for Peachland. Over the long term, complete this gateway by finishing 13th Avenue with additional mixed-use buildings only if this will balance total downtown commercial area, including Beach Avenue South and Waldo Way mews, maintaining the key 1:20 ratio.

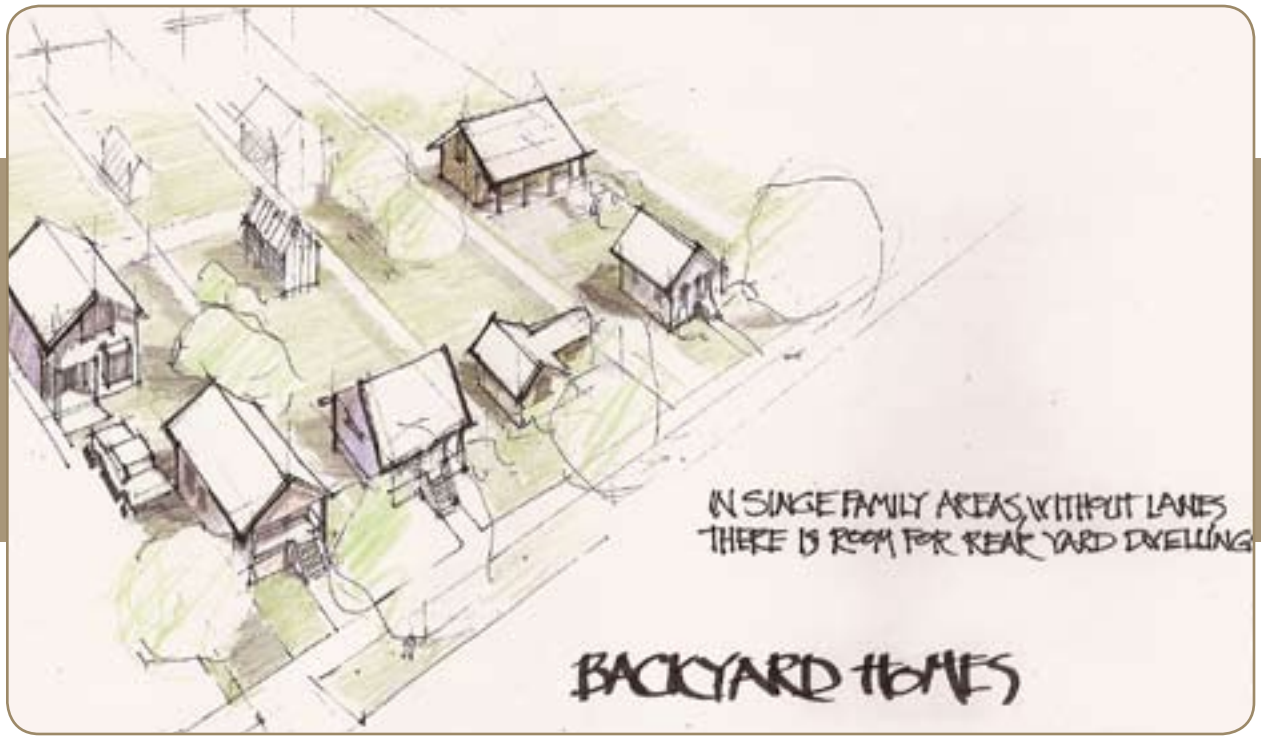
Gradually and sensitively infill over time between 8th and 13th streets.

Incremental and sensitive change helps to maintain the single family character of existing neighbourhoods as they adapt to provide a greater number and range of housing units in support of creating a vital and viable downtown. To support increased commercial area in the 13th Avenue gateway, locate additional residential units in mixed-use buildings, and within walking distance in the surrounding single-family neighbourhood between 8th and 13th streets through incremental infill on a lot-by-lot basis. Use diverse strategies for infill to adjust to context, and to help maintain

the varied building character along Beach Avenue. For lots without direct rear yard access, gradually transition to higher density with secondary suites and ground-oriented medium-density multiplexes with two to four units. For lots that have rear yard access, allow coach houses with primary access from the back lane or avenue. The context area is not a priority location for residential density, but through sensitive infill strategies, it is possible to increase the number of units between 60 and 180 over the medium- to long-term without greatly changing the character of the neighbourhood, while providing more, smaller units and supporting a vital Downtown Peachland.

Locate some jobs within the residential neighbourhood.

Home-based businesses represent a significant portion of jobs in Peachland. Home-based businesses are a logical fit in the neighbourhood fabric of the downtown area where they are close to services and amenities. Support home-based businesses in the context area.



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Maintain the fine-grained fabric of existing parcel sizes.

The existing pattern of parcel sizes in Downtown Peachland helps to create a pedestrian scale, village character. Maintain this pattern through new development by prohibiting parcel assemblies and the development of large buildings that occupy multiple blocks. Articulate all building facades longer than sixty-five feet to effectively break larger masses into smaller modules.

Build closer to the street.

Maintain a small town feel and a pedestrian scale downtown by building homes in residential neighbourhoods closer to the street. A maximum setback of 5 metres from the property line to the front of the building brings porches closer to the street and helps to create a social, small town atmosphere on the street. For lots without direct access to the rear yard, set garages back from the main façade of the house to allow enough depth between the sidewalk and the garage front for parking on the driveway. For lots with direct access to the rear yard, require garage access from the back lane or avenue.

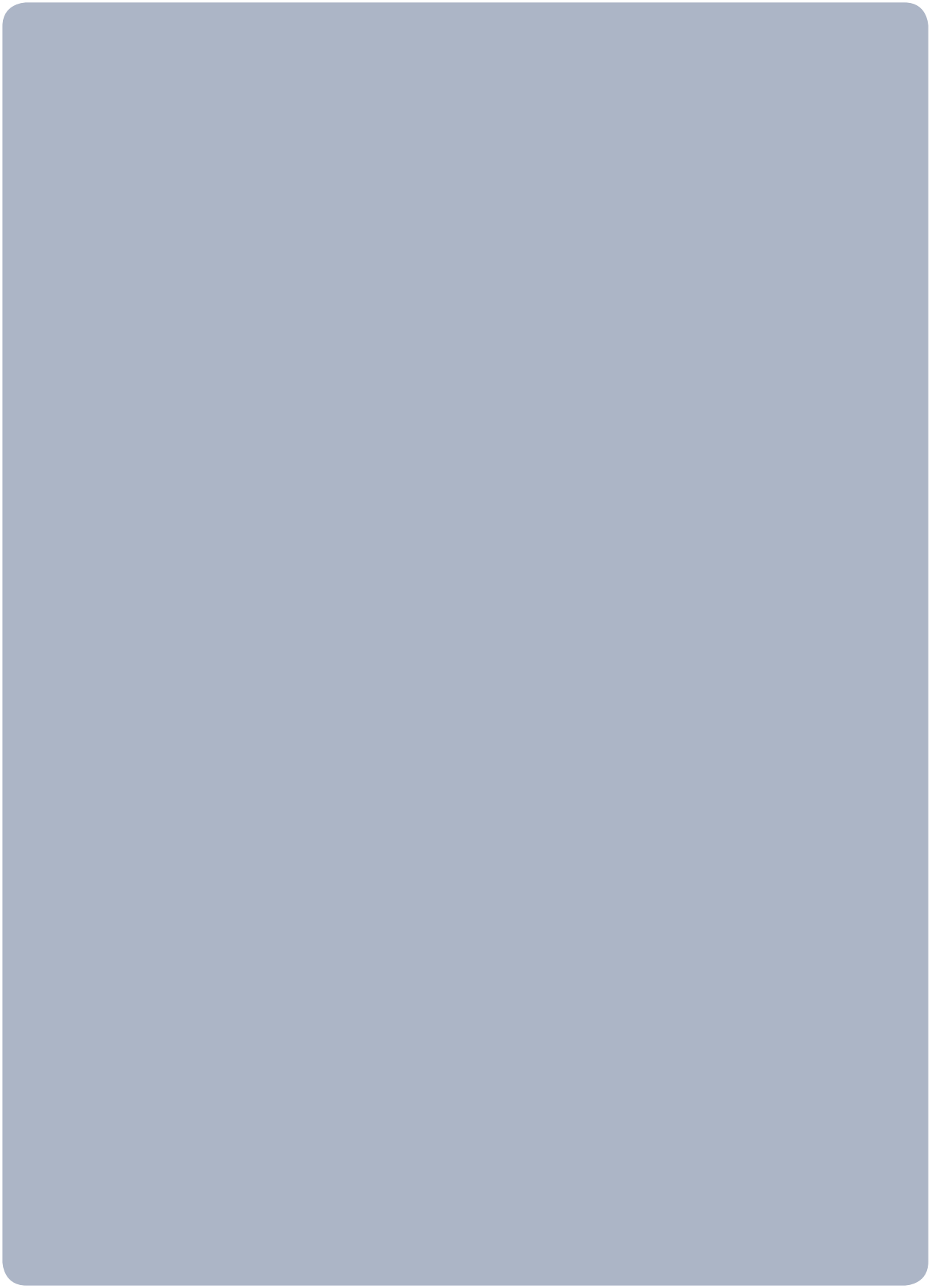
Vary building heights between one- and five-storeys.

Generally, vary building heights for multi-storey buildings both within larger projects and throughout the Downtown to create an interesting streetscape. Articulate building heights to protect solar access to the surrounding buildings and pedestrian environment, protect views, and minimize wind tunnel effects. Develop residential buildings between one- and three-storeys, and mixed-use buildings to a maximum five-storeys in the 13th Street Gateway precinct.

BEACH STORY

As an accommodator on Beach Avenue, I have always used the term pebbled beach. Guests would enquire "do you only have rocky beaches" and I would reply "no, they're pebbled, and that's why the swimming is so refreshing along the clear watered shoreline." The ever changing water and skies creating moods that invite one to continually search out the view no matter if you live on the water, or in the hills. Peachland is always referred to as a friendly, beautiful community by my guests. I think scenes like this can bring only smiles to the face and encourage everyone to walk, jog or bike along such shoreline and enjoy the pulse of Peachland.

story collected from a Peachland resident during the Community Open House.



SECTION 4
Actions for Implementation

Actions for
IMPLEMENTATION

LAND USE and BUILT FORM

I.1 Explore fiscal options to support downtown revitalization projects.

New development in Downtown Peachland will provide benefits to the entire community. Explore innovative fiscal opportunities to support this development. Opportunities could include tax increment financing and the creation of an arms-length Peachland Development Corporation.

Tax increment financing, which uses predicted future tax gains to finance current improvements, is one opportunity for the District to encourage downtown revitalization.

An arms-length development corporation will enable revitalization and development in Downtown Peachland. For example, the District of Squamish created the Squamish Oceanfront Development Corporation (SODC) to manage the land owned by the District as a model sustainable oceanfront development.

Resources:
-http://www.squamishoceanfront.com/
-http://www.lincolninst.edu/pubs/1078_Tax-Increment-Financing
-Ray Tomalty, 2008, Innovative Infrastructure Financing Mechanisms for Smart Growth. Report prepared for Smart Growth BC.

I.2 Develop guidelines for new development.

Create design guidelines for development in Downtown Peachland. Guidelines will ensure development fits the desired character and form for the downtown area.

Guidelines should address all of the strategies in the Sustainable Downtown Peachland Plan.

Supporting Peachland Policy
-Encourage a variety of housing forms. Beach Avenue Plan page 46 Housing forms . . . may include town homes, apartments, and highrises in select locations only. (Beach Avenue Plan page 29)
-To increase pedestrian use and enhance appearance of Town Lane (Waldo Way), owners of properties between Town Lane and Beach Avenue should be encourages to create storefronts on Town Lane as well as Beach Avenue. (Beach Avenue Plan 39)

I.3 Develop a pilot project.

Build a mixed-use pilot project to launch downtown revitalization.

A potential location for this project is in the Waldo Way South precinct. A joint project redeveloping the existing gravel parking lot located at the corner of Waldo Way and Second Street and the Edgewater Hotel will demonstrate how to carefully integrate residential density, tourism amenities, and how to provide parking for building occupants as well as some additional parking for the community.

Supporting Peachland Policy
-Work towards increasing the supply of housing in the Core Commercial area. (Beach Avenue Plan page 29)

I.4 Create policy to allow sensitive infill of single-family lots using secondary suites and coach houses, either on a case-by-case basis or a blanket by-law revision.
Secondary suites and coach houses provide lower rent opportunities for tenants and mortgage-helping rent payments for homeowners. Allow secondary units in Downtown Peachland to increase residential density while maintaining the single-family character of some downtown neighbourhoods.

Secondary suites in houses can locate in the Beach Avenue North precinct, which secondary suites within townhouses can locate in the Waldo North precinct. Coach houses can locate in both precincts.

Supporting Peachland Policy
-Encourage a variety of housing forms. (Beach Avenue Plan page 46)
-Housing forms . . . may include town homes, apartments, and highrises in select locations only. (Beach Avenue Plan page 29)
-Work with developers to provide affordable housing to allow existing residents to remain in the neighbourhood. (Beach Avenue Plan page 46)

I.5 Work with developers and funding bodies to identify innovative funding strategies to supply non-market housing in Downtown Peachland.

Alternative funding strategies enable the District to provide non-market housing in Downtown Peachland, where residents have access to goods and services within walking distance.

Ideal locations for non-market housing are the Waldo North and Beach Avenue North precincts.

Supporting Peachland Policy

-Work with developers to provide affordable housing to allow existing residents to remain in the neighbourhood. (Beach Avenue Plan page 46)

Resources

-Tim Wake. 2007. Review of Best Practices in Affordable Housing. Report prepared for Smart Growth BC.

I.6 Survey important character and heritage buildings in Downtown Peachland and create protection guidelines.

Undertake a community survey of important character and heritage buildings in Downtown Peachland. Once heritage and character buildings have been identified, create guidelines to honor and celebrate these buildings.

Supporting Peachland Policy

-Multi-floor residential building design must be sensitive to any adjacent low-density housing that may be developed in the near term. (Beach Avenue Plan, page 48)

I.7 Design and implement a set of pedestrian-priority streetscape interventions appropriate to the specific conditions of Beach Avenue, Waldo Way, and side streets.
Make streets in Downtown Peachland a pedestrian first environment by providing pedestrian amenities and using traffic calming strategies that will slow traffic and increase the safety and comfort of pedestrian activities in Downtown Peachland. Strategies may include: traffic circles, narrowing travel and parking lane widths, reducing lanes, planting trees next to streets, using on-street parking, placing buildings close to streets, planting boulevards, benches, street trees, etc.

Supporting Peachland Policy
-Incorporate traffic calming features . . . To maximize safety, enhance pedestrian and bicycle access, and discourage excessive vehicle speeds. (Beach Avenue Plan, page 39)
-Initiate revitalization of street from 1st to 6th to complement Beach Avenue Streetscape improvements. (Beach Avenue Plan, page 46)

I.8 Apply Development Cost Charges towards street improvements in the vicinity of a project.
Develop policy through which the District can apply Development Cost Charges to new developments to enable street improvement projects in their vicinity. This will help the District of Peachland initiate street improvements, such as sidewalks on both sides of all streets, and the revitalization of Waldo Way, which will benefit the entire community.

Waldo Way and side streets in the Beach Avenue South, Waldo South and Waldo North are the key locations for street improvements.

Supporting Peachland Policy
-Initiate revitalization of side streets in the downtown core. (Beach Avenue Plan, page 27)

I.9 Create a downtown parking management plan.
Create a parking management plan that reflects the Sustainable Downtown Peachland Plan strategies. Use the parking management plan to ensure that sufficient parking is available through all phases of development.

Supporting Peachland Policy
-Surface parking will not be permitted within the Town Centre. (Beach Avenue Plan, page 37)
-Work with property developers to provide adequate structural parking to meet public parking demands. (Beach Avenue Plan, page 39)
-All parking required to service new development within the Core Commercial area . . . Must be provided within the underground or structural parking facilities. (Beach Avenue Plan, page 46)
-Parking structures, with the exception of the entrance, must not be visible from the street. (Beach Avenue Plan, page 39)
-Develop a comprehensive parking management plan for the downtown area. (Beach Avenue Plan, page 38)
-Adopt new bylaw parking space requirements. Beach Avenue Plan, page 38
-Adopt a cash-in-lieu program in accordance with the parking management plan. (Beach Avenue Plan, page 38)

I.10 Reduce parking requirements in Downtown Peachland.
Current parking requirements in Downtown Peachland require a high number of parking spaces per residential unit. Reducing these requirements to minimum one, maximum two spaces per unit supports sustainable lifestyles and decreases the amount of land and infrastructure dedicated to parking.

Resources
-Parking Pricing Implementation Guidelines, February 2010, Victoria
-Transport Policy Institute: http://www.vtpi.org/parkpricing.pdf
-Shared Parking: Sharing parking Facilities Among Multiple Users, January 2010, Victoria Transportation Policy Institute http://www.vtpi.org/tdm/tdm89.htm

I.11 Identify and implement best locations for drop-off spots and parking reductions on Beach Avenue.
Parking reductions on Beach Avenue, in concert with new parking provided in Waldo Way South, will help make the street more pedestrian-friendly, and integrate the waterfront into the neighbourhood. Drop off spots allow visitors to unload passengers and equipment along the beach without taking up a parking space for an extended period of time. Identify the best locations for drop off spots along the waterfront.

I.12 Lobby for transitioning Highway 97 to a "scenic route" through Peachland.

Continue to work with the Ministry of Transportation to advocate for transitioning the highway corridor into a scenic route that unites rather than divides the community. In the short term, create pedestrian scale crossings at 13th and 8th street in conjunction with any revised intersections. Also consider locating a pedestrian crossing at Clements Crescent (the Peachland Village Mall).

In the long term, develop the highway corridor as a scenic route, complete with additional pedestrian crossings from the west side of the highway to east side pathways that link into downtown streets (between 1st and 6th), and other strategies outlined in the Sustainable Downtown Peachland Plan. Consult with communities along the revitalized Sea to Sky highway, such as the District of Squamish and the Village of Lions bay, to learn strategies for highway improvement.

Resources:
www.seatoskyimprovements.ca/improvements/urban_squamish.htm

I.13 Relocate the public boat launch.

Work with the Ministry of Transportation and other stakeholders to design and implement a new public boat launch, possible located south of Princeton Avenue, complete with sufficient trailer and vehicle parking.

I.14 Reconfigure the Princeton Avenue intersection.

Contact the Ministry of Transportation to discuss a redesign of the intersection to increase functionality for vehicle and pedestrian movement, including at-grade pedestrian crossing versus the current tunnel crossing. The intersection may also provide access to the new public boat launch.

I.15 Work with BC Transit to explore options for local shuttles within the District of Peachland.

Local shuttles provide mobility into and through Downtown Peachland for visitors and residents without having to rely on private automobiles. Work with BC Transit to determine what density/ ridership is required for local shuttle service, and identify an appropriate shuttle route that takes advantage of increased residential and commercial development in Downtown Peachland.

Resources
-BC Translink Community Shuttle Service: http://www.translink.ca/~/media/Documents/Board/Archive/meet_agenda_min/2002/04_19_02/041902_4_5_Community_Shuttle.ashx

I.16 Create guidelines and incentives for eco-roofs on new buildings.

Eco-roofs help reduce stormwater runoff, help insulate buildings to moderate temperatures and provide valuable habitat. Create a set of design guidelines for eco-roofs specific to the climate and context of Peachland. Develop a system of incentives to construct green and eco roofs on new buildings will create opportunities to cover increased associated development costs.

Resources

-Toronto Eco-roof incentive program: http://www.toronto.ca/livegreen/greenbusiness_greenroofs_eco-roof.htm

I.17 Develop a 'menu' of infiltration/ storage strategies for developers to meet a 100% infiltration target.

Infiltration and storage strategies, when implemented in new developments, will reduce the amount of storm water runoff thus reducing additional infrastructure requirements, and associated capital and maintenance costs. Capturing rain water and infiltrating or using for irrigation recharges the groundwater and prevents erosion and aquatic environmental damage. Determine best practices for storm water harvesting for the climatic and soil conditions specific to Peachland. Use these to design guidelines for catchment and storage or infiltration of 100% of rainfall. These guidelines will provide a course of action for future developments.

To enable this menu to work financially, determine the fiscal benefits of reduced reliance on piped storm water systems, and pass these benefits onto developers willing to localize infiltration. Creating fiscal benefits for developers will provide incentives to incorporate the infiltration strategies into new developments. The more infiltration strategies implemented by developers costs in construction and maintenance of storm water systems will decrease.

Resources

-Foundational Research Bulletin for Oliver: http://www.sgog.bc.ca/uplo/OlFRB_Rainwater.pdf
-Okanagan Sustainable Water Strategy: http://www.obwb.ca/fileadmin/docs/osws_action_plan.pdf

I.18 Create a plan and associated guidelines for Waldo Way mews.
Develop a plan and design guidelines for Waldo Way mews as a curbless, shared street experience allowing multiple uses to occur in the right-of-way. Bikes and pedestrians share the space, with vehicle traffic limited to emergency and delivery traffic. The lane provides a venue where public events such as art exhibits and community gatherings can take place. By adding both street trees and lights Waldo Way will become a pedestrian friendly location that offers a different experience from the beachfront. Use Development Cost Charges or other means for implementation.

I.19 **Establish a community garden programme.**
A community garden programme will ensure that guidelines are set and followed by members of the programme. The programme includes overarching guidelines for all community garden plots within downtown Peachland. Each individual community garden will have a sub committee that deals with specifics of that location including management of the members and waiting list.

As part of the programme, host mini charrettes for community gardens, including hillside gardens at street ends. Engaging citizens in the development of the community garden design though a mini charrette process will foster ownership and stewardship of the gardens. The additional support of citizens will not only aid in the implementation and maintenance but also foster the social aspects of these garden places.

As part of the programme, survey opportunities for community garden locations. Criteria such as full sun, access to water, and close to potential gardeners.

Opportunities noted during the Community Design Event include: the proposed seniors housing project, Trepanier linear creek, Harold's Way, Lambley Park, the end of 6th Street, and the Peachland Senior's Centre in Cousins Park.

I.20 Develop a preferred species planting list for open spaces.
A preferred species list for trees, shrubs and perennials will provide guidance on appropriate species that will be able to live successfully in the urban open space conditions of downtown Peachland. The selected species will require little to no water, require low maintenance, and provide beautification benefits.

As part of the plant list, create xeriscaping guidelines. Xeriscaping is the practice of landscaping and gardening in ways that reduce or eliminate the need for supplemental irrigation. Selecting plants appropriate to the climatic conditions that require no irrigation once established is a key xeriscaping strategy. The creation of these guidelines will reduce the need for water used in the landscape.

Resources
-Okanagan Xeriscape Association: http://www.okanaganxeriscape.org/
-Native Plant Society of British Columbia: http://www.npsbc.org/
-Evergreen: http://nativeplants.evergreen.ca/search/guided.php

I.21 Start an urban tree programme.
Urban tree programs help to manage the urban forest. Trees planted in the programme have a higher rate of success due to locating the right tree in the right place. The programme determines the appropriate locations for planting specific species and manages the average age of the urban forest.

The first priority of the programme should be to replace trees along the waterfront. The trees along the waterfront are in decline as they have reached the maximum age for that species. Aging trees pose dangers to the community as limbs are lost and blow downs occur. The trees provide shade during the summer months and need to be replaced to ensure this public amenity is maintained.

As part of this programme, take an inventory of existing trees. The inventory will cover tree age, size, canopy, species, and tree health along with other relevant and pertinent information. The tree inventory information will determine what areas need planting, what trees need replacing and what trees need maintenance.

Supporting Peachland Policy
-Landscape treatment and tree replacements between Beach Avenue and the foreshore of the lake will be considered in the detailed design of the waterfront walkway or future foreshore planning. (Beach Avenue Plan, page 31)
Resources
-http://www.treecanada.ca/site/?page=programs_urbanforestry&lang=en
-http://www.city.kelowna.bc.ca/CM/Page292.aspx

I.22 Identify sites to convert parking to green space.
There are various sites within downtown Peachland that are open surface parking lots. In the Sustainable Downtown Peachland Plan parking will be absorbed into buildings on the Waldo Way South precinct. This frees up the surface parking lots to be converted into other uses, such as public green space. Survey the existing parking lots to determine which sites are best suited to green space and utilize these as part of the community garden programme.

ENERGY

I.23 Create guidelines for incorporating solar energy generation capacity in new buildings.
Providing for the opportunity to incorporate solar energy generation capacity in new buildings enables new technologies as they become available or affordable rather than retrofitting, a more costly option.

I.24 Create guidelines for management of solar thermal gain in new buildings.
To support solar thermal gain for new buildings, establish guidelines for solar access parameters that could include corridors, material use, building massing, and building design such as overhangs.

I.25 Survey civic sites for their potential contribution to renewable energy systems.
Renewable energy systems require integration of sources and users within close proximity. Possibilities could include: a geothermal field in Cousins Park and/ or hydrothermal with loops out into Lake Okanagan.

I.26 Develop a district energy pilot project.
Work in partnership with energy utilities such as BC Hydro and Terasen to develop a district energy pilot project in Downtown Peachland. District energy systems create energy and use energy within a closed-loop area or district. Renewable energy systems require integration of sources and users within close proximity.

I.27 Identify creative financing opportunities for District Energy systems.
District Energy systems require an integrative approach to both design and financing.

APPENDICES

Appendix A - Sustainability Performance Table

Indicators	Metrics	Current Conditions	Current Zoning	Targets	Concept Plan
Housing Density	dwelling units per hectare	10	7	65 - 75	90
Commercial Diversity	storefronts per commercial block	5	n/a	7 - 8	allows for 7-8
Land Use Diversity	diversity index of land uses	0.74	0.74	0.8	0.72
Heritage Preservation	# historic buildings preserved	n/a	n/a	some preserved	some preserved
Active Transportation Route Connectivity	# intersections per hectare	2	n/a	3-4	3
Site Coverage, Roads and Parking	% area dedicated to roads + parking	31%	27%	20%	25% + mitigation
Open Space Diversity	diversity index of open spaces	0.45	n/a	0.5 - 0.6	0.7
Tree Canopy Intensity	% tree canopy coverage	11%	n/a	30 - 35%	30% target
Impervious Surface Intensity	% effective impervious area	56%	n/a	25 - 40%	
Public Waterfront Intensity Waterfront Parking Intensity	% waterfront public % waterfront with parking	71% 76%	n/a	75 - 80% 50 - 65%	75% 77%

Appendix B -
Land Use Comparison Table

Land uses (ha)				
Residential	**2**	**1.5**	**n/a**	**3.3**
Single Family Detached Residential	1.5	1	n/a	0
Multi-Family Ground Oriented Units	0.5	0.5	n/a	1.25
Apartment Units	0	n/a	n/a	1.25
Mixed Use	0	n/a	n/a	0.8
Commercial	**2**	**2.5**	**n/a**	**0.8**
Civic	**1**	**1.5**	**1**	**1**
Open Space	**4**	**4**	**4**	**5.5** (including 1.1 ha green roofs+ Waldo Way)
Natural Areas	1.2	n/a	n/a	1.25
Community Agriculture	0	n/a	n/a	1
Public Recreation (active)	2.7	n/a	n/a	2.65
Public Open Space (passive)	0.1	n/a	n/a	0.6
Sub-total Area	**9**	**9.5**	**10.4**	**9.5**
Roads and Parking	**4**	**3.5**	**2.6**	**3.5**
Total Area (incl. roads and parking)	**13**	**13**	**13**	**13**
Residential UNITS (total)	**45**	**38**	**360 - 410**	**510**
Single Family Detached Residential	25	18	n/a	0
Multi-Family Ground Oriented Units	20	20	n/a	185
Apartment Units	0	0	n/a	210
Mixed Use	0	0	n/a	115
Commercial Floor Space (m^2)	**8300**	**n/a**	**n/a**	**17000**

Appendix C

Open House Summary Report

November 18, 2009
Prepared by: the Design Centre for Sustainability
Prepared for: the District of Peachland

Design Centre for Sustainability
School of Architecture + Landscape Architecture
THE UNIVERSITY OF BRITISH COLUMBIA

In the evening of October 28, 2009, the District of Peachland hosted a public Open House in the Community Centre to gather community input on the issues and opportunities that affect sustainability in Downtown Peachland. The Design Centre for Sustainability (DCS) at UBC designed and facilitated this Open House, which served as the first public participation component of the Sustainable Neighbourhood Plan for Downtown Peachland project.

In the afternoon before the workshop, participants of an optional neighbourhood walk shared insights and stories about issues and assets in Downtown Peachland. DCS facilitators took photos of important places identified by participants, for use in the Open House.

Participants completed three activities during the Open House. *Activity One: Mapping Downtown Places* tasked the public with identifying important places, paths, and views in Downtown Peachland. *Activity Two: Sharing Downtown Stories* had community members write up to three stories about places identified in photos of Downtown Peachland, collected on the community walk. *Activity Three: Creating a Downtown Vision* asked participants to highlight key words from the existing community vision that they felt were appropriate for achieving a sustainable downtown area. Participants also completed a questionnaire about the effectiveness of the selected activities.

The District advertised the Open House events in the *Peachland View*, on the District of Peachland's website, and in a poster displayed in key locations throughout the community. In addition, the District invited specific stakeholders by letter.

In total, 54 people attended the workshop. Of the 54 attendees, 51 people (94%) completed Activity One; 49 people (91%) completed Activity Two; 49 people (91%) completed Activity Three; and 50 people (93%) completed the questionnaire.

Participants at the Open House – October 28, 2009

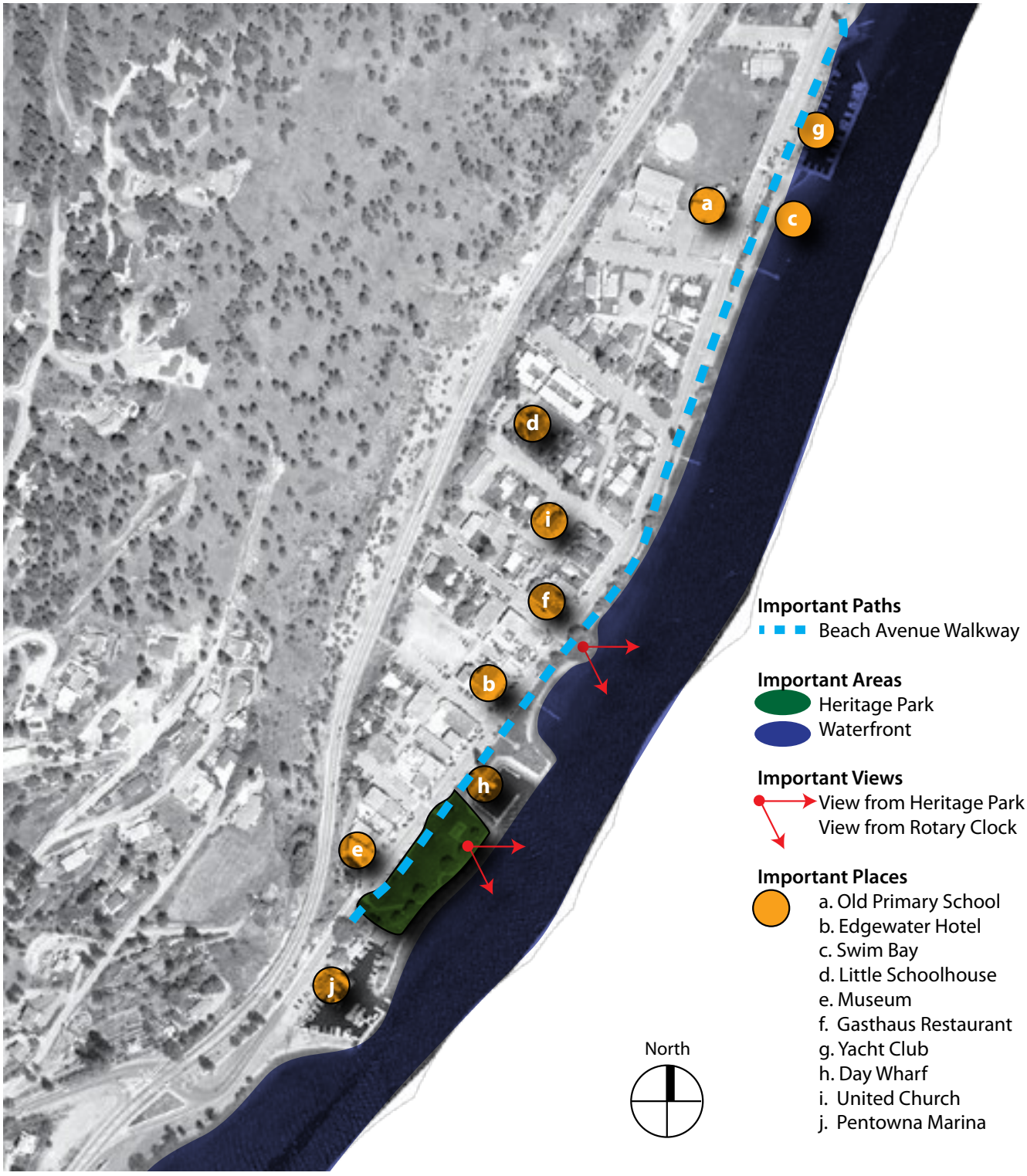
Activity One: Mapping Downtown Places

The purpose of Activity One was to identify the places in and around Downtown Peachland that are especially important, unique, or distinctive to the participants. Participants identified places they felt were significant to Downtown Peachland and whether they contributed to or detracted from the overall sense of place and sustainability of the community. The participants chose up to three places, paths, or particular views, located these on a map, and then give a brief description as to why they chose that particular place. Finally, participants ranked the places from most important to least important, and located their top two on a group map of the downtown area.

Key **places** identified by respondents (illustrated on Figure 1, opposite) include:

- **Beach Avenue Walkway:** is a well-used and much loved path to walk or bike along. Residents enjoy the views of the lake, the opportunities for meeting neighbours, and the peaceful atmosphere of the walkway. (24 responses)
- **Heritage Park:** is a vital community gathering space and a pleasant, well-planned downtown green space with excellent views. (22 responses)
- **Old Primary School:** is a place with tremendous potential that should be preserved and revitalized as a reminder of Peachland's history. (15 responses)
- **Edgewater Hotel:** is in a location with opportunity, but is not being utilized to its full potential and currently detracts from the character of Downtown Peachland. (11 responses)
- **Swim Bay:** is a popular recreation area that is fun and family-oriented. (9 responses)
- **Peachland's Waterfront:** is an important community and tourist destination that defines the spirit of Peachland. (7 responses)
- **Little School House:** is an example of a successful heritage restoration that has created a popular community meeting space. (6 responses)
- **Peachland Museum:** is a distinctive heritage building that reminds the community and visitors of the history of Peachland. (6 responses)
- **Gasthaus Restaurant:** is a key attraction with a friendly atmosphere, and a good example of a successful business in Downtown Peachland. (5 responses)
- **Yacht Club:** is an important facility in Downtown Peachland, but could be improved in terms of parking, traffic flow, and affordability. (3 responses)
- **View from Rotary Clock:** provides unobstructed views of Lake Okanagan, Rattlesnake Island, and Okanagan Mountain Park. (3 responses)
- **Day Wharf:** serves an important role in bringing visitors into the downtown.
- **United Church:** is a well-maintained heritage building. (3 responses)
- **Pentowna Marina:** has potential for expanding to serve a larger portion of the community. (3 responses)

Figure 1. Activity 1: Mapping Downtown Places Summary



Activity Two: Sharing Downtown Stories

When my 11 year old grand daughter visited in the summer after we first moved here she was nervous of the cold lake and the fact that Ogopogo might be lurking in wait. When she finally set foot in the water at Swim Beach the activity and buzz of all the young people diving and jumping lured her to the high-dive board, with her grand father for moral support. As he encouraged her to jump or to move aside if she wasn't ready, she surprised us all, and herself even more, by taking a giant leap out, and came up spluttering and laughing. Her grand father then found he had to match the deed and jump too. Not what he was counting on! She was so proud of herself.

The purpose of Activity 2 was to share stories, events, places and activities that shape Downtown Peachland. Participants selected up to three of the posted photos of Downtown Peachland and shared a short story about that photo with us. The story could be negative or positive, about the past or present and reflect hopes for the future. Participants chose from over thirty photographs, which DCS facilitators collected during the optional neighbourhood walk that took place earlier in the afternoon.

Participants wrote a total of 117 stories. The most popular photos to write a story about were: #26 – The Primary School (12 stories); #19 – The Little School House (10 stories); #7 – The Gasthaus (9 stories); and, #8 – The Public Docks and Beach (8 stories). No participants told stories about photos #21 – the 50+ activity centre, or #30 – Old trees. Participants also told stories about places that were not included in the photos. Key story elements for the top four photos follows.

The Primary School (photo #26)

This grand lady is 101 years old! She was the focal point of the community where the youth were educated, and the adults met for meetings of common interest. It is my sincere hope that our current council will vote to keep this old building so that it can continue to house community events and social enterprises. Recycling old buildings maintains their heritage and historic value while giving them a new life with new uses.

End of June. Grade sevens already let out of school. The rest of us held hostage inside! No air conditioning, anxious for school to be over for summer holiday, then we are suddenly let out one day early - what a gift!

Other story elements about the Primary School include:

- One of the last three historic buildings in Peachland
- Other restored buildings in Peachland are major assets
- Could be a focal point
- Could be a good multi-purpose community facility
- Has divided the community on what to do with it
- Perhaps a new building would better serve the community
- Worth preserving

The Gasthaus Restaurant (photo 7)

11 years ago my future husband took me to dinner to this lovely place. It was my first visit to Peachland. The drive down Beach Ave. was breath taking as I then lived in Coquitlam! I could not believe that a place like this existed. The following day I found a new home - within the month I had a home in Peachland. I am sure because of the Gasthaus many people have discovered the beauty of Peachland.

Other story elements about the Gasthaus include:

- Unique architecture - great inside, great patio, great view
- Integral part of the downtown core
- A business that specifically brings people to Peachland from BC and beyond
- Visionary thinking created this high quality restaurant - set a high standard

Public Docks and Beach (photo 18)

My husband and I have recently retired. This is a place where we look out on an UNIMPEDED, UNSPOILED VIEW of nature. We are amazed at the wildlife so close to shore and see an otter and a beaver on a regular basis. We can breathe fresh air and rejuvenate our souls! This summer we met several people - tourists we thought. Some were, but others come regularly from Westbank to walk and do exactly what we are doing - "Why?" we asked: their answer, "Because ours has all been built up and spoiled!" These people walk in our community and they spend money. This view is a legacy for 7 generations - we thank the forefathers who thought ahead every time we go on that walk!

Other story elements about the Public Docks and Beach include:

- Peachland's single biggest plus; the heart of Peachland
- Accessible to everyone
- No commercial or private development on the lakeside makes it special
- Unimpeded, unspoiled view of nature
- Endless activities, especially in the summer

Activity Three: Creating a Downtown Vision

The purpose of Activity Three was to use the existing vision statement for the entire community of Peachland to identify key visioning elements specific to a sustainable downtown. Participants highlighted key words or phrases from the vision that they felt pertained specifically to downtown. Participants identified words or phrases that they felt were missing from the vision and added these to a group poster. Finally, participants used sticky dots to identify their three most important words or phrases on a group poster printed with the Peachland Community Vision, and including their added keywords or phrases.

The word cloud above summarizes the key words and phrases highlighted by workshop participants. The top five words/ phrases are:

1. Natural Surroundings (15 votes)
2. Waterfront, Sustainable (tied 12 votes)
3. Diverse, Preserve natural features (tied, 9 votes)
4. Community consultation (8 votes)
5. Healthy, Vibrant, Safe, Connect the community, Waterfront access for boaters, Local employment (tied 6 votes)

Appendix D

Community Targets Workshop Summary Report

December 10, 2009
Prepared by: the Design Centre for Sustainability
Prepared for: the District of Peachland

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COMMUNITY TARGETS WORKSHOP

The Community Targets Workshop for the Peachland Downtown Neighbourhood Plan Charrette Process was held in the Peachland Community Centre on Wednesday, December 2, 2009 in two repeat sessions from 1:30 – 4:00 pm and from 6:30 – 9:00 pm.

This Community Targets Workshop continued to frame a collective understanding of sustainability in the specific context of Downtown Peachland. The Design Centre for Sustainability (DCS) presented a synthesis of information gathered at the Community Open House (held October 28, 2009); spoke about some of the main sustainability issues facing downtown Peachland; reviewed sustainability indicators, including benchmarks for each indicator; and, invited participants to set targets for Downtown Peachland. The Open House Summary Report, Backgrounders on the sustainability issues, and summaries of the Sustainability Indicators presented at the workshop are available on the District website at www.peachland.ca/cms.asp?wpID=60.

The District advertised the Workshop in the Peachland View, on the District of Peachland's website, and in a poster displayed in key locations throughout the community.

In total, 46 people attended the workshops.

Workshop participants discuss the indicators and related best practices and case studies to inform target setting.

What Are Indicators and Targets?

Situated in the context of a sustainability framework, indicators are conceptual tools that measure progress toward (or away from) a goal or objective. Their role is to 'indicate' performance and as such they provide a basis for setting targets and for comparing one alternative means to achieve that target relative to another one. In urban planning and design, indicators play a crucial role in translating aspirations and concepts ("big picture visioning") into implementable actions, including the design and spatial arrangements of infrastructure, buildings and open space.

Targets specify a preferred level of performance for each indicator, providing a way to define and measure resident needs and expectations. Targets are not binding, but are a key tool for the charrette process that identifies the desired level of performance for each indicator towards the achievement of the Sustainability Framework, including Vision, Principles, Goals and Objectives. The targets will inform decision making at the Design Event (18 - 20 January 2010).

Target Setting for a Sustainable Downtown Peachland

In the Community Targets Workshop participants set a target for each of the indicators. The indicators address the goals and objectives in the Peachland Sustainability Framework and are the following eleven:

Housing Density
Open Space Diversity
Public Waterfront Intensity
Waterfront Parking Intensity
Active Transport Route Connectivity
Site Coverage, Roads & Parking
Land Use Diversity
Commercial Diversity
Heritage Preserved
Impervious Surface Intensity
Tree Canopy Intensity

The target setting exercise tested indicators against resident views. Presented with performance scales, participants evaluated the proposed indicators relative to case study benchmarks and selected their preferred level of performance, or target. Benchmarks included policy, best management practices (BMPs), and case studies (built, to be built, and/or proposed).

The participants set targets individually. The project team has identified the median of the individual votes for each session to define a target range for each indicator. In some cases, the median from both the afternoon and evening sessions are the same, resulting in a specific target number. The following pages include the participants' individual targets (red dots), and the medians (orange lines), which represents the collective target range.

housing density

metric: dwelling units per net hectare

target: 65 - 75 units per net hectare

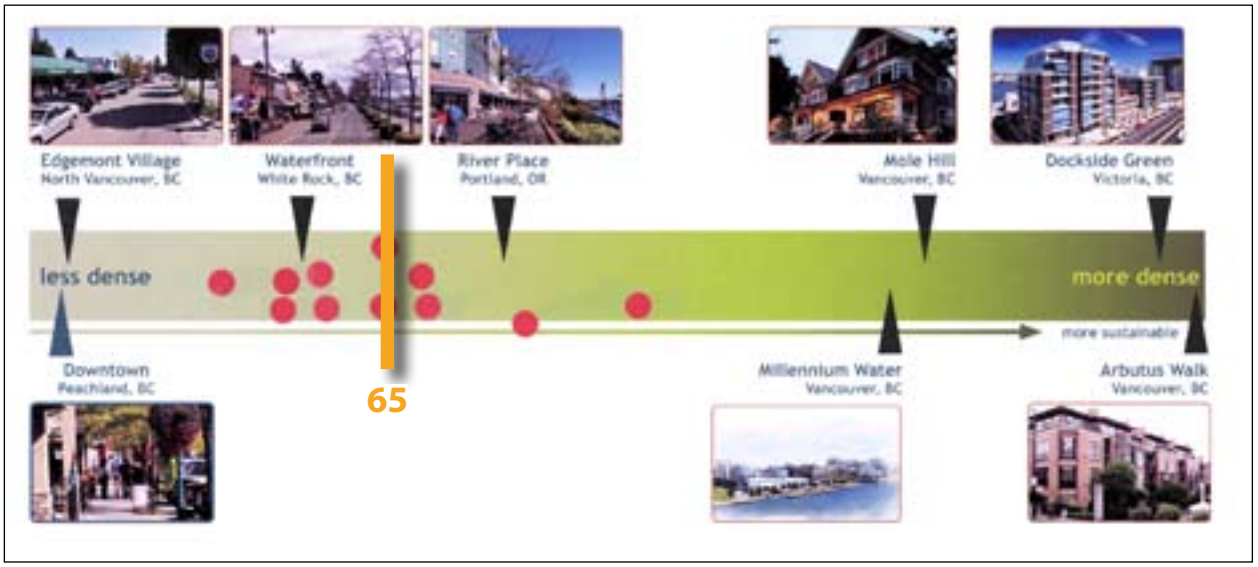
(Downtown Peachland today: 10 uph)

Goals: **Provide a greater mix of housing forms.**
Promote compact forms of development.
Create a lively and attractive downtown core.

This metric expresses the average number of dwelling units per hectare of developable land. Measured over time, change in housing densities helps describe evolution towards a more or less compact community model. Compact development contributes to equitable, walkable neighbourhoods. It also allows for more efficient growth management toward maintaining environmental quality, preserving open space, and using infrastructure more efficiently. In a downtown neighbourhood, residential density is necessary to support businesses that are viable when serving tourists in summer and residents during off-peak months.

afternoon workshop

evening workshop



open space diversity

metric: open space diversity index

target: 0.5 - 0.6

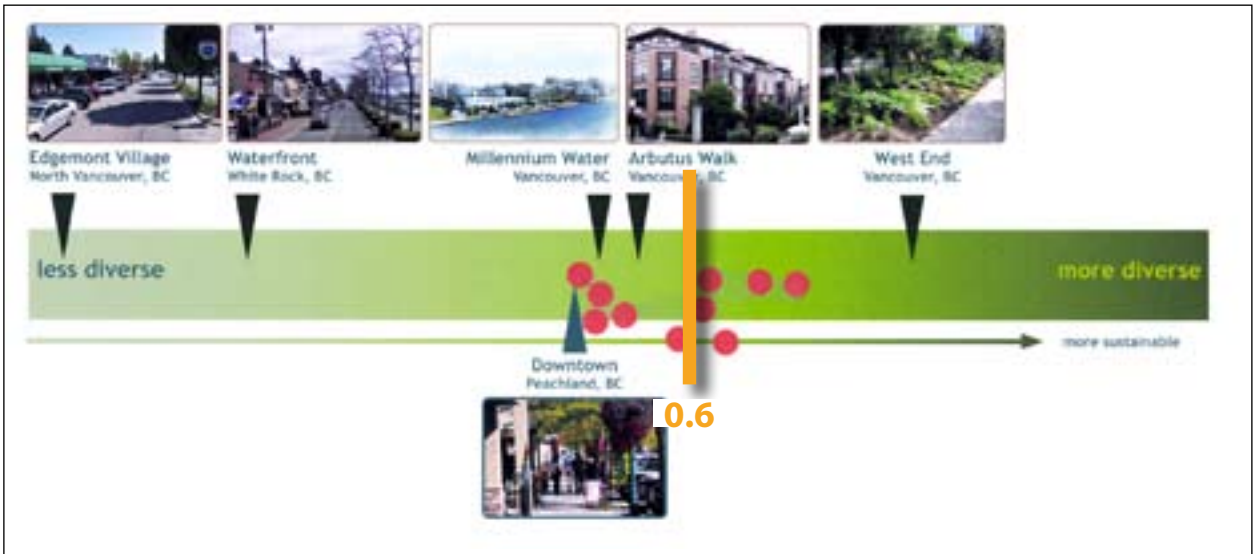
(Downtown Peachland today: 0.45)

Goals: Conserve, protect and enhance Peachland's natural environment, public open space, and especially the foreshore of Okanagan Lake.
Balance the needs of conservation, recreation and tourism.
Preserve and enhance the unique waterfront community character of Downtown Peachland.

This metric expresses open space diversity both in terms of the number of open space types in a neighbourhood as well as the share of open space in each type. Providing a range of open space opportunities and choices is an important aspect of building complete communities. Open space diversity within a neighbourhood means there are places dedicated to different uses, such as recreation, conservation, food growing, or public gathering, and supports the various needs of the community.

afternoon workshop

evening workshop



public waterfront intensity

metric: % waterfront dedicated to public use

target: 75 - 80% (Downtown Peachland today: 71%)

waterfront parking intensity

metric: % waterfront with parking

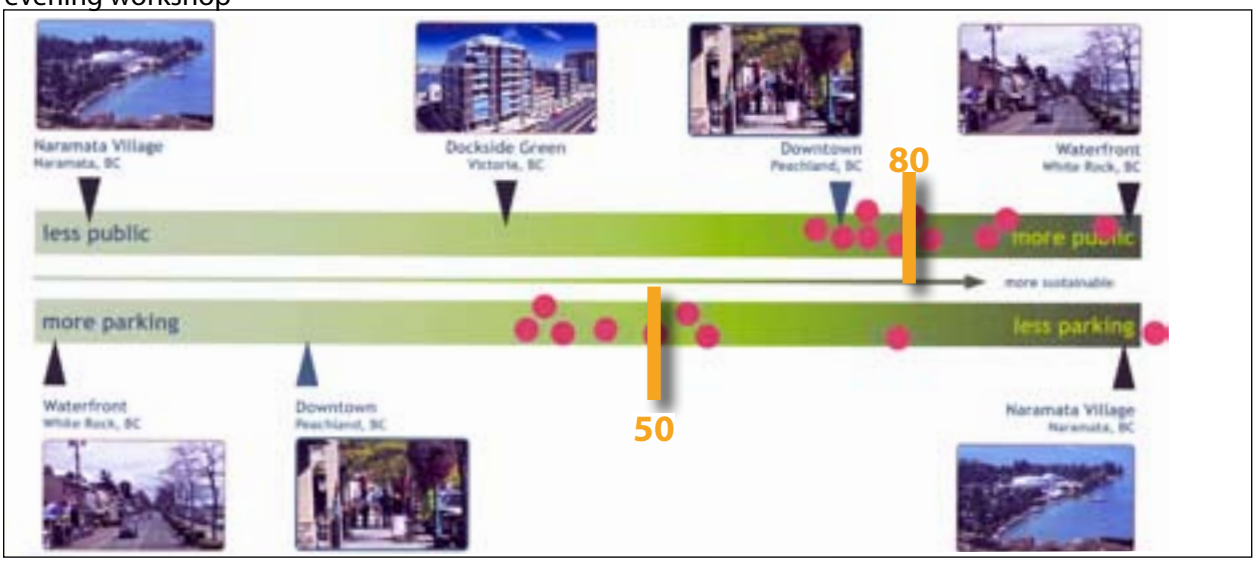
target: 50 - 65% (Downtown Peachland today: 76%)

Goals: **Conserve, protect and enhance Peachland's natural environment, public open space, and especially the foreshore of Okanagan Lake.**
Balance the needs of conservation, recreation and tourism.
Preserve and enhance the unique waterfront community character of Downtown Peachland.
Provide for the safe, attractive, and convenient movement of people and goods to and within downtown.

These metrics express: 1. the length of public waterfront that is directly adjacent to a public right-of-way; and, 2. the length of public waterfront with parking immediately adjacent on the east shoulder of Beach Avenue. Maintaining a public waterfront is an important aspect of building an equitable community. Waterfront that is directly adjacent to a public-right-of-way, rather than segregated by private uses, can be well-integrated into the neighbourhood. On-street parking, although providing access to the waterfront, can also create a barrier between the public space and the neighbourhood. A public waterfront must balance different needs as a community asset for the enjoyment of all residents and visitors.

afternoon workshop

evening workshop



active transport route connectivity

metric: intersections of active transportation routes per hectare

target: 3 - 4 intersections per hectare

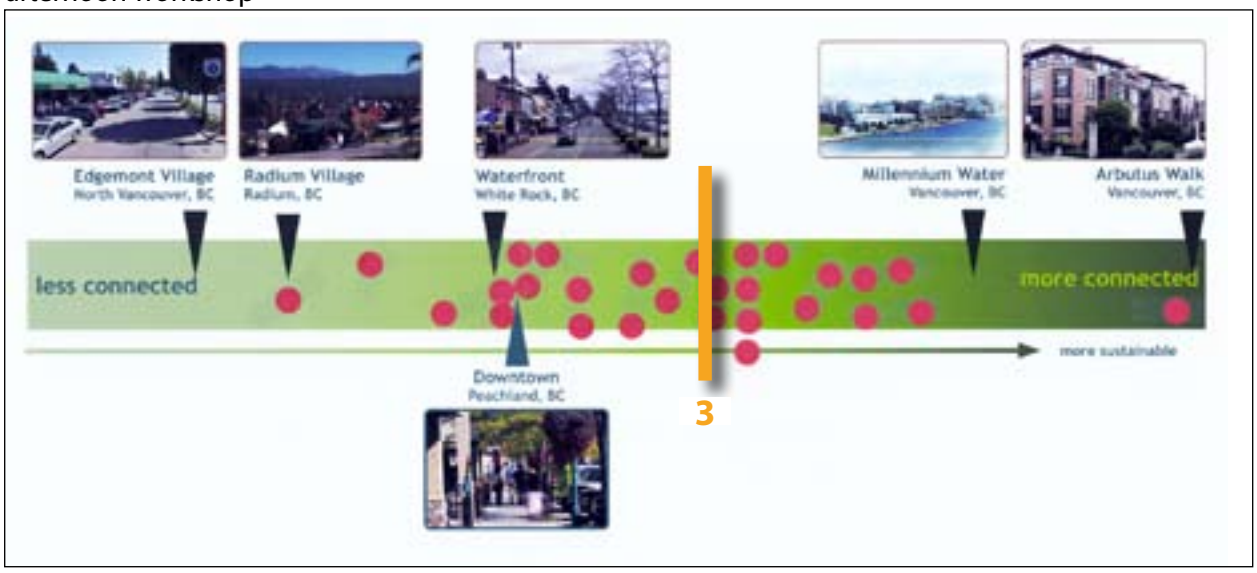
(Downtown Peachland today: 2.0 intersections per hectare)

Goals: **Provide for the safe, attractive, and convenient movement of people and goods to and within Downtown Peachland**

Ensure connectivity within and between all Peachland's neighbourhoods.

This metric expresses the number of street, alley and pathway (including bike routes) intersections per hectare of land. Route connectivity is an important aspect of building a walkable community. A highly connected active transport network throughout the neighbourhood encourages people to use active modes of transportation and increases the travel route options for local trips, thereby reducing greenhouse gas emissions and air pollution. This metric is focused on connectivity within the downtown neighbourhood, and doesn't consider connectivity between downtown and the surrounding neighbourhoods.

afternoon workshop



evening workshop

site coverage roads and parking

metric: % land area dedicated to roads and parking

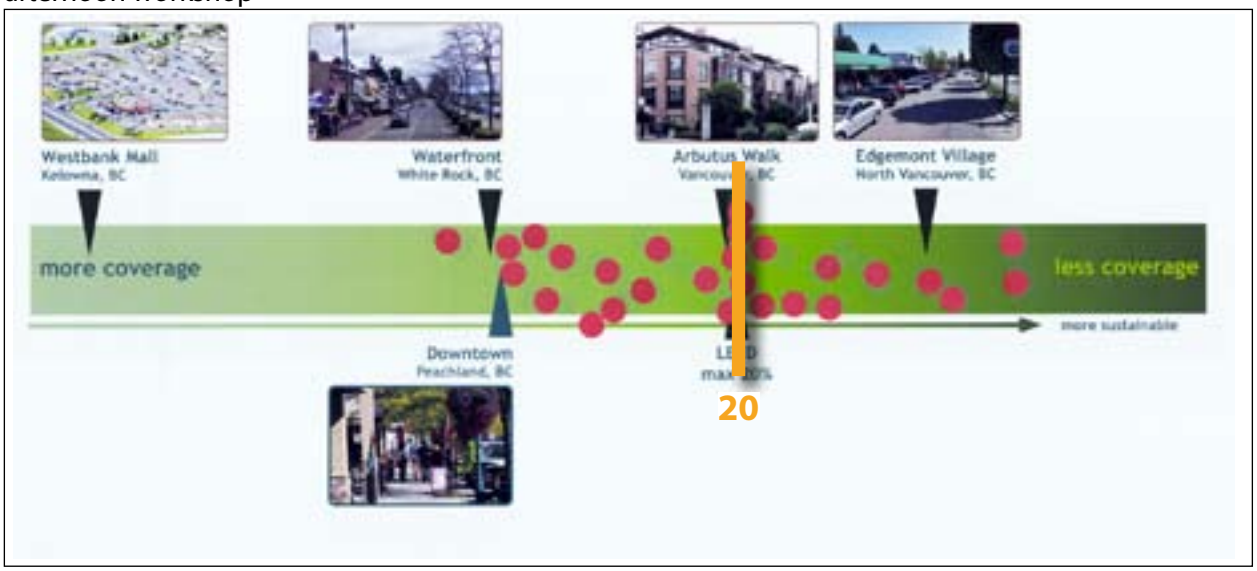
target: 20%

(Downtown Peachland today: 31%)

Goals: **Ensure connectivity within and between all Peachland's neighbourhoods.**
Develop downtown Peachland with buildings and infrastructure that reduce the consumption of natural resources and contribute to conserving the environment and enhancing liveability.

This metric expresses the amount of land area within the neighbourhood allocated to road rights-of-way and surface parking lots. Balancing vehicle accessibility with other needs is key to creating a complete community. Providing sufficient automobile access and parking helps support tourism and the local economy. By dedicating less land to roads and parking, a community will have more space for other uses, including parks and open space, housing and commercial uses. Narrower streets also contribute to a more pedestrian-friendly environment.

afternoon workshop



evening workshop

land use diversity

metric: land use diversity index

target: 0.8

(Downtown Peachland today: 0.74)

Goals: **Balance the needs of conservation, recreation and tourism.**
Promote compact forms of development.
Create a lively and attractive downtown core.

Through a diversity index, this metric expresses the land use diversity both in terms of the number of existing land uses in a community as well as the share of land within each type. Providing a range of land use opportunities and choices is an important aspect of building a complete community. Complete communities provide opportunities for people to live, work, learn, and play, often within walking distance.

afternoon workshop

evening workshop

commercial diversity

metric: # storefronts per block

target: 7 - 8 storefronts per block

(Downtown Peachland today: 5 storefronts per block)

Goal: **Strengthen and diversify the local economy.**
Maintain a development scale that fits with the form and character of existing development in Downtown.
Create a lively and attractive downtown core.

This metric expresses commercial diversity in terms of the number of unique storefronts per block. Providing a range of commercial opportunities and choices is an important aspect of building complete and resilient communities. More storefronts on a block tend to support greater diversity of commercial services and scales and often provide more viable opportunities for locally-run businesses. A fine-grained commercial scale also contributes to a more vibrant streetscape.

afternoon workshop

evening workshop

heritage preserved

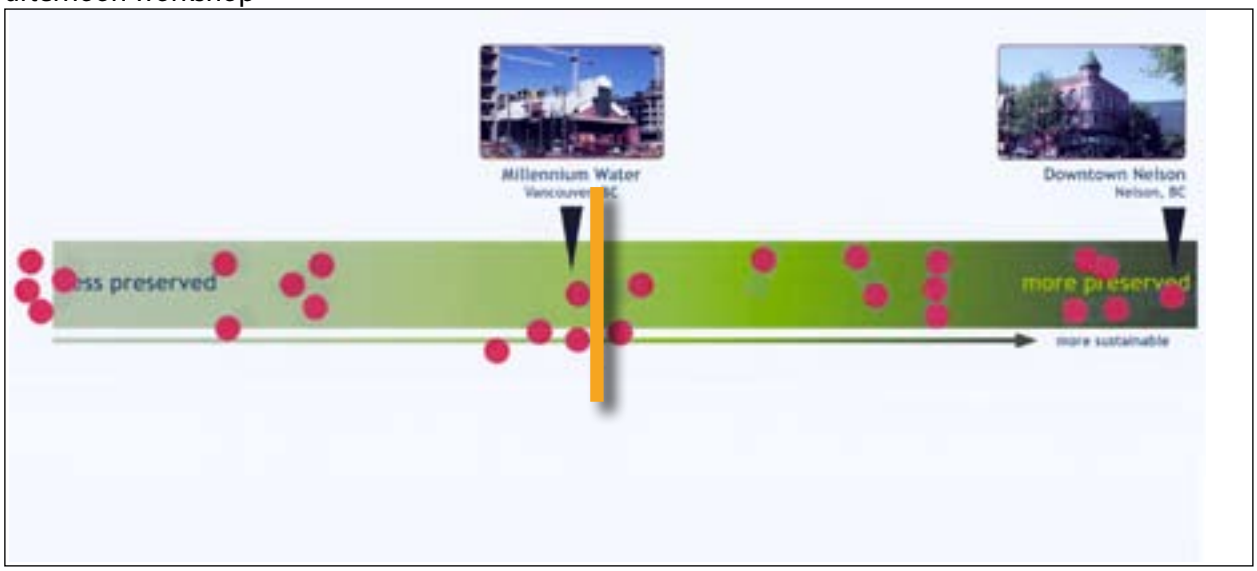
metric: # historic buildings preserved per hectare

target: some preserved

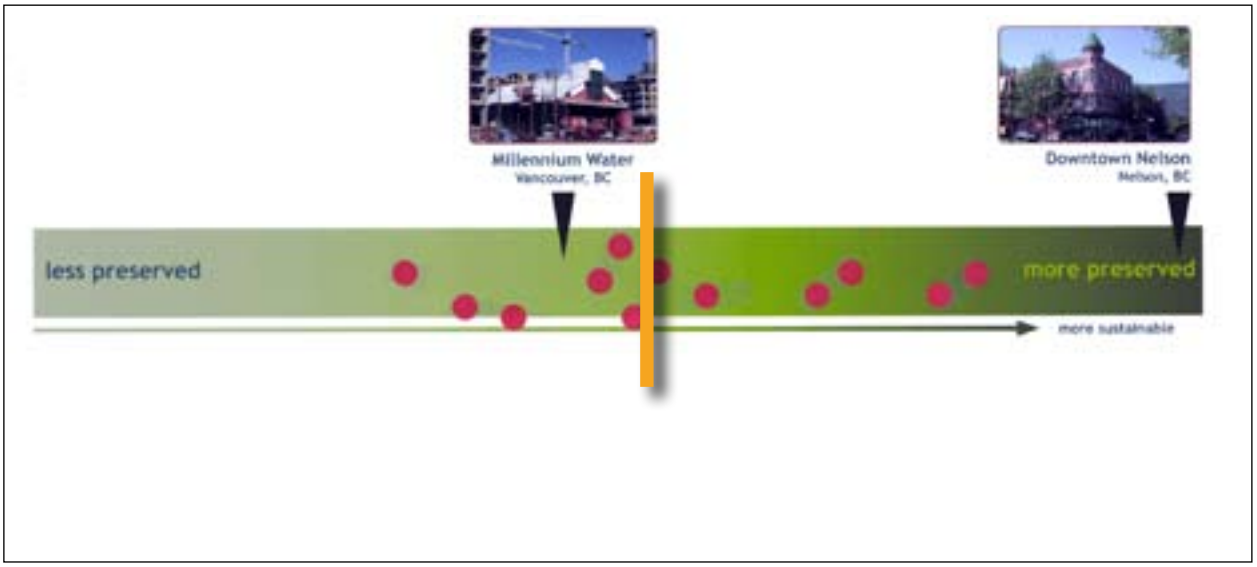
Goal: Enhance the unique waterfront community character of Downtown Peachland.

This metric illustrates interest in protecting historic buildings for active use within a community. Preserving and reusing buildings both respects a community's history and contributes to energy and resource efficiency. Existing buildings not only reflect local culture, but also represent a significant amount of embodied energy. Historic buildings can play a role in the future of the urban environment as community centres, museums, visitors centres, etc.

afternoon workshop



evening workshop



impervious surface intensity

metric: % effective impervious surface

target: 25 - 40%

(Downtown Peachland today: 56%)

Goal: Conserve, protect and enhance Peachland's natural environment, public open space, and especially the foreshore of Okanagan Lake.

Develop downtown Peachland with buildings and infrastructure that reduce the consumption of natural resources and are affordable over the long term.

This metric expresses the amount of land that sheds stormwater runoff directly into the storm system, instead of infiltrating water on site. Collecting and infiltrating stormwater into the ground where it can slowly recharge into natural waterways is key to building an environmentally resilient community. Effectively impervious surfaces - those that drain directly into the storm system rather than infiltrating - damages natural habitat and hydrological functions by contributing to stream erosion, water quality degradation, and water temperature instability. Well-designed green infrastructure can make roads, parking lots and roofs effectively permeable, thereby reducing negative urban stormwater impacts.

afternoon workshop

evening workshop

tree canopy intensity

metric: % tree canopy cover

target: 30 - 35%

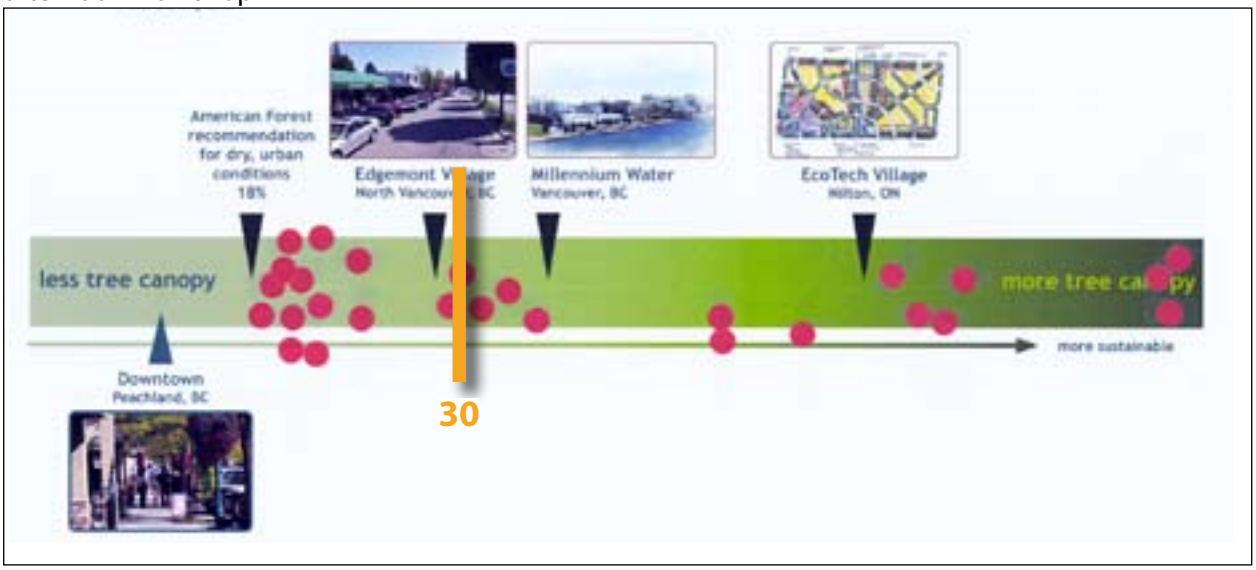
(Downtown Peachland today: 11%)

Goal: **Conserve, protect and enhance Peachland's natural environment, public open space, and especially the foreshore of Okanagan Lake.**

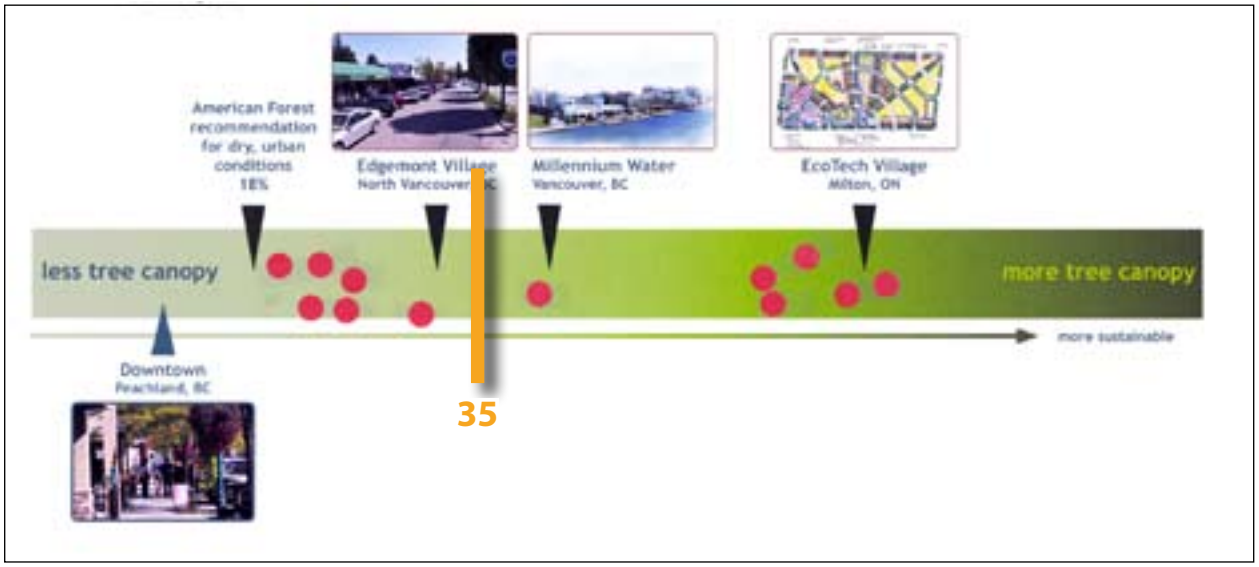
Develop downtown Peachland with buildings and infrastructure that reduce the consumption of natural resources and are affordable over the long term.

This metric expresses the extent of land covered by tree canopies. Developing an urban forest is an important aspect of building a more energy efficient, resilient, and comfortable community. The urban forest intercepts and absorbs rainfall, thus slowing and limiting the amount of water entering the storm system. Street trees shade roads and sidewalks to reduce the urban heat island effect. The urban forest also contributes to passive energy conservation by shading buildings.

afternoon workshop



evening workshop



Project Description

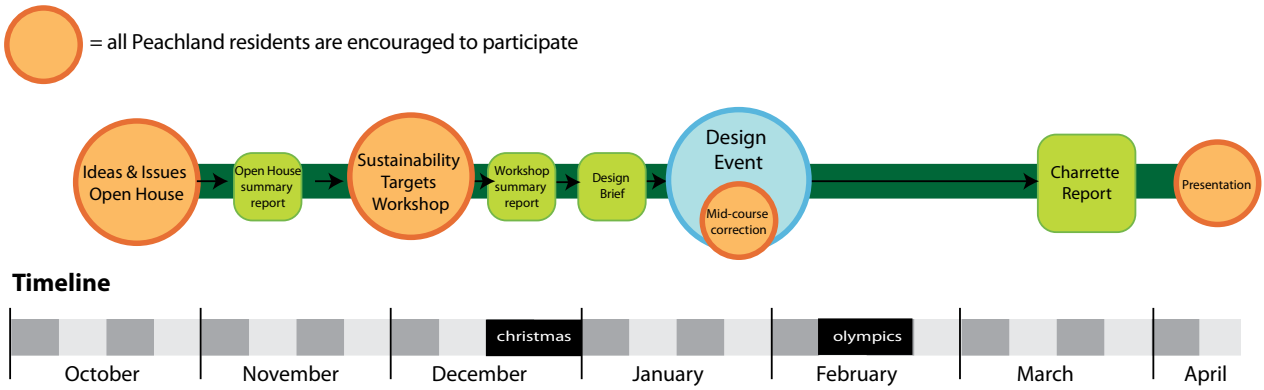
The project began in Fall 2009. The community engagement phase ends in January 2010, with the final report completion anticipated in April 2010.

The process has three phases:

Phase 1 – **Community Open House** (full public participation)
October 28, 2009 (complete)

Phase 2 – **Community Targets Workshop** (full public participation)
December 2, 2009 (complete)

Charrette Process



phase 3:
Community Design Event - January 18, 19, 20, 2010

The first two phases of the charrette use existing policy and planning work as a point of departure, and integrate best practice research and community input to create a Sustainability Framework that strategically defines a collective understanding of sustainability in the specific context of Downtown Peachland.

During the Community Design Event, the core charrette team (a nominated group of approximately fourty people) will use the Sustainability Framework to guide the development of a Sustainable Downtown Concept Plan for Peachland.

This phase also includes the Mid-Course Correction presentation taking place on January 19, 2010. This is an evening session where the general community may review and comment on the developing concepts. We encourage everyone to attend the Mid-Course presentation to give your input into the developing concept plan.

The DCS will use the outcomes of the charrette process to create a final Sustainable Downtown Plan Report, including a description of the process, and a synthesis of outputs into strategies and recommendations for next steps.

Final Report & Presentation – public presentation of the final report is anticipated for April 2010

Appendix E - INDICATOR DESCRIPTION SHEETS

Indicator

housing density

metric: dwelling units per net hectare

Goals: **Provide a greater mix of housing forms.**
Promote compact forms of development.
Create a lively and attractive downtown core.

what is this metric measuring?

This metric expresses the average number of dwelling units per hectare of developable land.

why is this metric important?

Measured over time, change in housing densities helps describe evolution towards a more or less compact community model. Compact development contributes to equitable, walkable neighbourhoods. It also allows for more efficient growth management toward maintaining environmental quality, preserving open space, and using infrastructure more efficiently.

how is this metric measured?

This metric divides the total number of dwelling units by the total buildable land area of a given neighbourhood, resulting in net density figures. Buildable land excludes land dedicated to roads and parks. Dwelling units include single-family detached, attached ground-oriented units, and multi-family apartment units.

what is a good value for this metric?

A community promoting compact development would strive to achieve higher housing densities.

what does Downtown Peachland currently achieve?

Downtown Peachland (2009) has a net residential density of approximately **10 dwelling units per hectare**. Downtown Peachland has a buildable land area of approximately 5.5 ha. Single family residential accounts for about 25 dwelling units downtown*, and one multi-family residential development accounts for about 30 dwelling units.

* some single family houses counted in the survey are zoned for civic or commercial use, but are currently being used as residential units.

what kind of performance has been achieved or proposed by others?

Edgemont Village, North Vancouver, BC (built) achieves a net residential density of **11.2 units per hectare**. The Village generally has ground floor retail with multi-family units above. The surrounding neighbourhood is almost entirely low-density, detached, single family units.

Waterfront, White Rock, BC (built) achieves a net residential density of **48 units per hectare**. The majority of residential land use is detached single family housing. There are also some attached multi-family and low-rise apartments that add density while maintaining the residential character of the community.

River Place, Portland, OR (built) achieves a net residental density of **90 units per hectare**. The project includes 480 condominium, townhouse, and rental units.

Millenium Water, Vancouver, BC (construction) achieves a net residential density of **153 units per hectare**. The site contains 1100 dwelling units, and has a buildable land area of 7.2 hectares.

Mole Hill, Vancouver, BC (built) achieves a net residential density of **163 units per hectare.** The site contains 170 units and has a buildable land area of just over 1 hectare. Large heritage single family buildings were renovated to incorporate up to 5 or 6 individual units.

Dockside Green, Victoria, BC (partially built) achieves a net residential density of **207 units per hectare**. The site contains 1240 dwelling units and has a buildable land area of 5.9 hectares.

Arbutus Walk, Vancouver, BC (built) achieves a net residential density of **271 units per hectare.** The site contains 1450 dwelling units in mid-rise apartments, and has a buildable land area of 6.5 hectares.

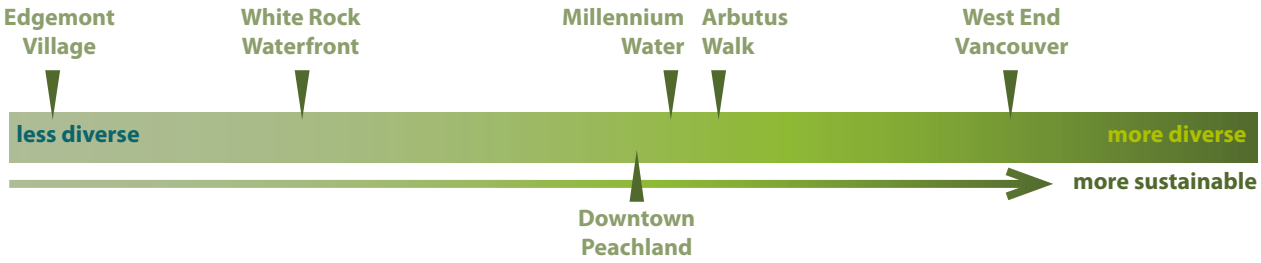
ALL VALUES ARE PRELIMINARY & FOR DISCUSSION PURPOSES ONLY

Indicator

open space diversity

metric: open space diversity index

Goals: **Conserve, protect and enhance Peachland's natural environment, public open space, and especially the foreshore of Okanagan Lake.**
Balance the needs of conservation, recreation and tourism.
Preserve and enhance the unique waterfront community character of Downtown Peachland.



what is this metric measuring?

This metric expresses open space diversity both in terms of the number of open space types in a neighbourhood as well as the share of open space in each type.

why is this metric important?

Providing a range of open space opportunities and choices is an important aspect of building complete communities. Open space diversity within a neighbourhood means there are places dedicated to different uses, such as recreation, conservation, food growing, or public gathering, and supports the various needs of the community.

how is this metric measured?

The open space types in the benchmark case studies distribute into four categories: natural areas, community agriculture, public recreation (active), and public open space (passive). The metric uses the Simpson's diversity index, defined with the formula: $\mathbf{D= 1 - \Sigma(n/N)^2}$, where *n* is the area of each type, and *N* is the total amount of open space in the community. *D* is the resulting diversity index and is expressed in a value ranging from 0 to 1, where values closer to 0 mean less diversity and values closer to 1 mean more diversity.

what is a good value for this metric?

A community wishing to create a range of open space opportunities and choices for its residents would strive to achieve an open space diversity index close to 1.

what does Downtown Peachland currently achieve?

Downtown Peachland (2009) achieves an open space **diversity of 0.45**. Open spaces include the naturalized area between the highway and downtown, Cousins Park, Heritage Park, the public beachfront, and the new plaza area surrounding the Rotary Pavilion.

what kind of performance has been achieved or proposed by others?

Edgemont Village, North Vancouver, BC (built) achieves an open space **diversity of 0.08**. The majority of the open space is dedicated to public recreation with a small percentage for natural areas and public open space, including plazas.

Waterfront, White Rock, BC (built) achieves an open space **diversity of 0.19**. The majority of the open space is dedicated to public recreation with approximately ten percent used for public open space.

Millenium Water, Vancouver, BC (construction) achieves an open space **diversity of 0.46**. Most of the open space is dedicated to public recreation along the Vancouver seawall. One hectare is dedicated to natural areas, and the site includes public open space and community agriculture.

Arbutus Walk, Vancouver, BC (built) achieves an open space **diversity of 0.50**. The open space is split approximately evenly between public open space and public recreation.

West End, Vancouver, BC (built) achieves an open space **diversity of 0.75**. The West End shows a reasonably good split between natural areas, public recreation, public open space and community agriculture.

ALL VALUES ARE PRELIMINARY & FOR DISCUSSION PURPOSES ONLY

Indicator

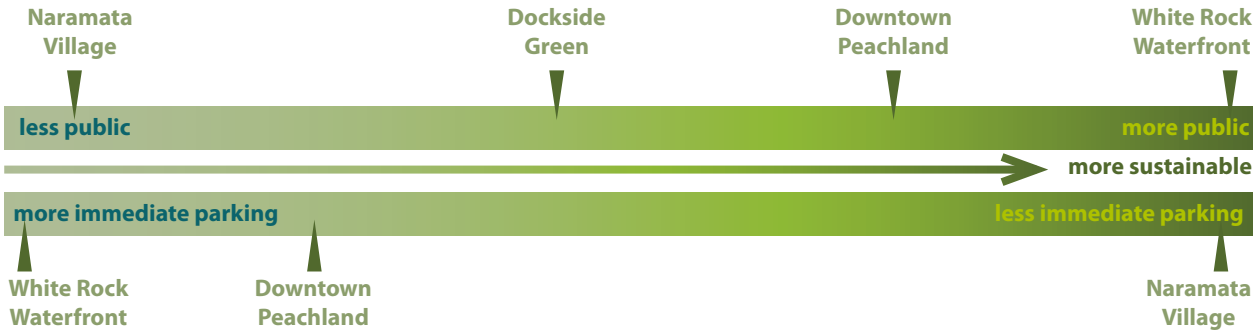
public waterfront intensity

metric: % waterfront dedicated to public use

waterfront parking intensity

metric: % waterfront with parking

Goals:
- **Conserve, protect and enhance Peachland's natural environment, public open space, and especially the foreshore of Okanagan Lake.**
- **Balance the needs of conservation, recreation and tourism.**
- **Preserve and enhance the unique waterfront community character of Downtown Peachland.**
- **Provide for the safe, attractive, and convenient movement of people and goods to and within downtown Peachland.**



what is this metric measuring?

These metrics express: 1. the length of public waterfront that is directly adjacent to a public right-of-way; and, 2. the length of public waterfront with parking immediately adjacent.

why is this metric important?

Maintaining a public waterfront is an important aspect of building an equitable community. Waterfront that is directly adjacent to a public-right-of-way, rather than segregated by private uses, can be well-integrated into the neighbourhood. On-street parking, although providing access to the waterfront, can also create a barrier between the public space and the neighbourhood. A public waterfront must balance different needs as a community asset for the enjoyment of all residents and visitors.

how is this metric measured?

This metric 1. divides the total length of waterfront protected for public use and adjacent to a public right-of-way by the total length of waterfront in a neighbourhood; 2. divides the total length of waterfront with immediately adjacent parking by the total length of waterfront in a neighbourhood.

what is a good value for this metric?

A community wishing to maintain the waterfront as a community-wide asset would strive to achieve a higher percentage of waterfront dedicated to public use. A community wishing to tightly integrate the waterfront with the neighbourhood would strive to achieve a lower percentage of waterfront with immediately adjacent parking.

what does Downtown Peachland currently achieve?

Downtown Peachland (2009) achieves **71% public waterfront** between the South Highway 97 junction and 8th Street. Pentowna Marina and the Yacht Club are not public uses and account for the 29% of non-public waterfront. Downtown Peachland has **76% public parking** along the publicly accessible waterfront.

what kind of performance has been achieved or proposed by others?

Public Waterfront

Naramata Village (built) achieves **10% public waterfront**. The rest of the waterfront is privately owned.

Dockside Green (built) achieves **28% public waterfront** in a naturalized park. The remainder of the waterfront is occupied by a non-public working marina.

Waterfront, White Rock (built) achieves **100% public waterfront** with a long, wheelchair accessible promenade that follows the shoreline.

Parking

Naramata Village (built) has **0% public parking** along the waterfront.

Waterfront, White Rock (built) has **68% public parking** along the publicly accessible waterfront.

ALL VALUES ARE PRELIMINARY & FOR DISCUSSION PURPOSES ONLY

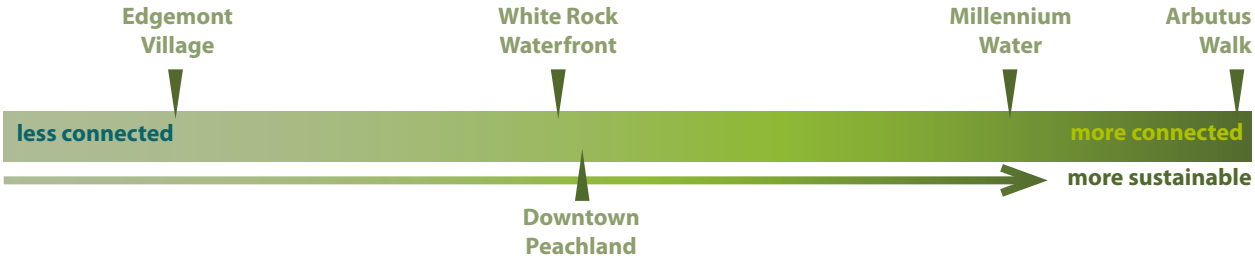
Indicator

active transport route connectivity

metric:

intersections of active transportation routes per hectare

Goals: **Provide for the safe, attractive, and convenient movement of people and goods to and within Downtown Peachland.**
Ensure connectivity within and between all Peachland's neighbourhoods.



what is this metric measuring?

This metric expresses the number of street, alley and pathway (including bike routes) intersections per hectare of land.

why is this metric important?

Route connectivity is an important aspect of building a walkable community. A highly connected active transport network throughout the neighbourhood encourages people to use active modes of transportation and increases the travel route options for local trips, thereby reducing greenhouse gas emissions and air pollution.

how is this metric measured?

This metric divides the total number of active transport route intersections by total land area within a given neighbourhood. Intersections are defined by the meeting of two or more roads, streets, alleys, or pathways. Street pattern and block size are two key elements that impact intersection intensity.

what is a good value for this metric?

A community wishing to support active transportation would provide a higher number of intersections per hectare.

what does Downtown Peachland currently achieve?

Downtown Peachland (2009) achieves an active transportation route connectivity of **2.0 intersections per hectare**. This includes intersections between all streets, lanes, and the Beach Avenue pathway.

what kind of performance has been achieved or proposed by others?

Edgemont Village, North Vancouver, BC (built) achieves an active transportation route connectivity of **0.9 intersections per hectare.**

Waterfront, White Rock, BC (built) achieves an active transportation route connectivity of **2.1 intersections per hectare.**

Millennium Water, Vancouver, BC (construction) achieves an active transportation route connectivity of **4.3 intersections per hectare**.

Arbutus Walk, Vancouver, BC (built) achieves an active transportation route connectivity of **5.1 intersections per hectare.**

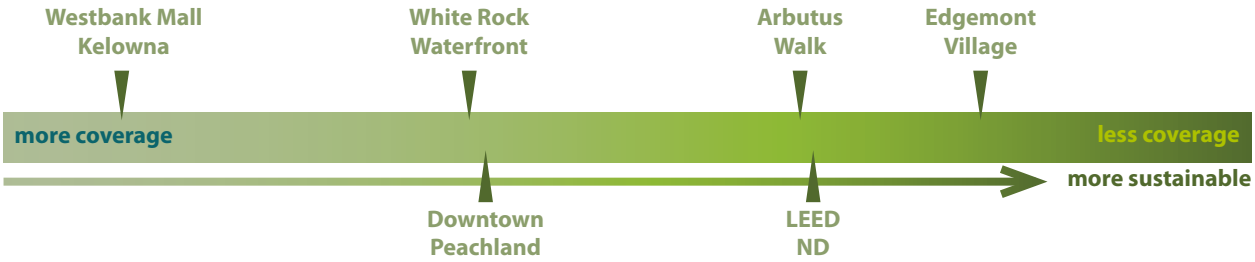
ALL VALUES ARE PRELIMINARY & FOR DISCUSSION PURPOSES ONLY

Indicator

site coverage roads and parking

metric: % land area dedicated to roads and parking

Goals: **Ensure connectivity within and between all Peachland's neighbourhoods.**
Develop downtown Peachland with buildings and infrastructure that reduce the consumption of natural resources and contribute to conserving the environment and enhancing liveability.



what is this metric measuring?

This metric expresses the amount of land area within the neighbourhood allocated to road rights-of-way and surface parking lots.

why is this metric important?

Balancing vehicle accessibility with other needs is key to creating a complete community. Providing sufficient automobile access and parking helps support tourism and the local economy. By dedicating less land to roads and parking, a community will have more space for other uses, including parks and open space, housing and commercial uses. Narrower streets also contribute to a more pedestrian-friendly environment.

how is this metric measured?

This metric divides the total area of land devoted to road rights-of-way (including on-street parking) and surface parking lots by the total area of land.

what is a good value for this metric?

A community wishing to balance land use will strive for lower percentage of land dedicated to roads and surface parking.

what does Downtown Peachland currently achieve?

Downtown Peachland (2009) achieves **31% roads and parking** site coverage. This includes land currently used as parking that may be zoned otherwise in the official plan.

what kind of performance has been achieved or proposed by others?

Westbank Mall, Kelowna, BC (built) achieves approximately **70% roads and parking** site coverage.

Waterfront, White Rock, BC (built) achieves **32% roads and parking** site coverage.

LEED ND recommends a maximum of **20% roads and parking** site coverage.

Arbutus Walk, Vancouver, BC (built) achieves **22% roads and parking** site coverage. Underground parking and on-street parking eliminates the need for large surface parking lots.

Edgemont Village, North Vancouver, BC (built) achieves **15% roads and parking** site coverage. The relatively large portion of the site dedicated to parks and open space contributes to this lower percentage.

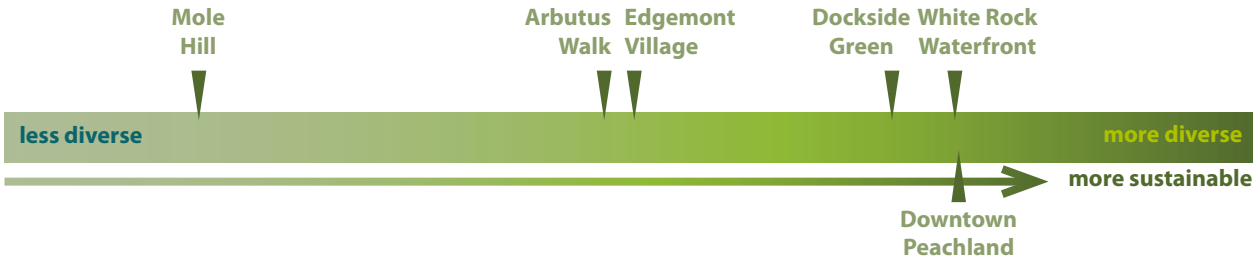
ALL VALUES ARE PRELIMINARY & FOR DISCUSSION PURPOSES ONLY

Indicator

land use diversity

metric: land use diversity index

Goals: **Balance the needs of conservation, recreation and tourism.**
Promote compact forms of development.
Create a lively and attractive downtown core.



what is this metric measuring?

Through a diversity index, this metric expresses the land use diversity both in terms of the number of existing land uses in a community as well as the share of land within each type.

why is this metric important?

Providing a range of land use opportunities and choices is an important aspect of building a complete community. Complete communities provide opportunities for people to live, work, learn, and play, often within walking distance.

how is this metric measured?

The land use types in the benchmark case studies distribute into eight categories: detached residential, attached residential, multi-family residential (apartments), mixed use, commercial, industrial, civic, and open space. The metric uses the Simpson's diversity index, defined with the formula: $\mathbf{D= 1 - \Sigma(n/N)^2}$, where *n* is the area of each type, and *N* is the total area. *D* is the resulting diversity index and is expressed in a value ranging from 0 to 1, where values closer to 0 mean less diversity and values closer to 1 mean more diversity. This metric does not include area of street rights-of-way.

what is a good value for this metric?

This metric assumes an even balance of land uses to be optimal. This means it only provides a generalized indication of how well neighbourhoods provide the ideal mix of uses for a community, as an optimum land use balance does not necessarily mean an even proportion of land uses within a neighbourhood. A community wishing to create mixed-use opportunities would guide its land use base towards becoming more diverse, which for this metric translates to a value close to 1.

what does Downtown Peachland currently achieve?

Downtown Peachland (2009) achieves a **0.74 land use diversity**. Land uses include detached residential (16 percent) , multi-family residential (5 percent) , commercial (26 percent), civic, (11 percent) and parks (42 percent).

what kind of performance has been achieved or proposed by others?

Mole Hill, Vancouver, BC (built) achieves a **0.18 land use diversity**. Land uses are predominantly multi-family residential (90 percent) with civic (5 percent) (5 percent) and parks.

Edgemont Village, North Vancouver, BC (built) achieves a **0.5 land use diversity**. Land uses include detached residential (65 percent), parks (27 percent), civic (5 percent), commercial (3 percent) and mixed use (1%).

Arbutus Walk, Vancouver, BC (built) achieves a **0.45 land use diversity**. Land uses include multi-family residential (73 percent), parks (11 percent), mixed use (10 percent) and commercial (6 percent).

Dockside Green (partially built) achieves a **0.71 land use diversity**. Land uses include multi-family residential (29 percent), commercial (11 percent), mixed use (41 percent), parks (17 percent), and industrial (2 percent).

Waterfront, White Rock (built) achieves a **0.74 land use diversity**. Land uses include detached residential (45 percent), parks (15 percent), commercial (15 percent), mixed use (8 percent), civic (8 percent), multi-family residential (5 percent) and attached residential (4 percent).

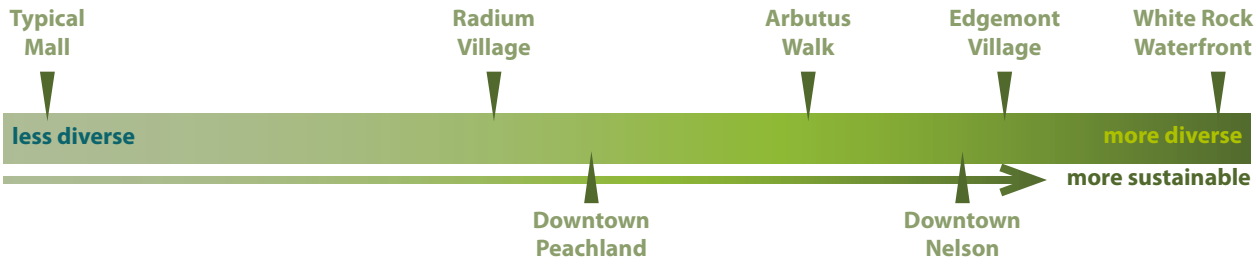
ALL VALUES ARE PRELIMINARY & FOR DISCUSSION PURPOSES ONLY

Indicator

commercial diversity

metric: # storefronts per block

Goal: **Strengthen and diversify the local economy.**
Maintain a development scale that fits with the form and character of existing development in Downtown.
Create a lively and attractive downtown core.



what is this metric measuring?

This metric expresses commercial diversity in terms of the number of unique storefronts per block.

why is this metric important?

Providing a range of commercial opportunities and choices is an important aspect of building complete and resilient communities. More storefronts on a block tend to support greater diversity of commercial services and scales and often provide more viable opportunities for locally-run businesses. A fine-grained commercial scale also contributes to a more vibrant streetscape.

how is this metric measured?

This metric divides the total number of storefronts by the total length of commercial frontage in a neighbourhood multiplied by the length of a Downtown Peachland block (75m).

what is a good value for this metric?

A community wishing to create a diversity of commercial opportunities would strive for a higher number of storefronts per block.

what does Downtown Peachland currently achieve?

Downtown Peachland (2009) achieves **4 storefronts per block** in its commercial area. The average block length is 75 metres.

what kind of performance has been achieved or proposed by others?

Typical Mall achieves **1.5 storefronts per block** in its commercial area.

Radium Village, BC (built) achieves **3.6 storefronts per block** in its commercial area.

Arbutus Walk, Vancouver, BC (built) achieves **6.4 storefronts per block** in its commercial area.

Downtown Nelson, BC (built) achieves **7.2 storefronts per block** in its commercial area.

Edgemont Village, North Vancouver, BC (built) achieves **7.5 storefronts per block** in its commercial area.

Waterfront, White Rock, BC (built) achieves **9.7 storefronts per block** in its commercial area.

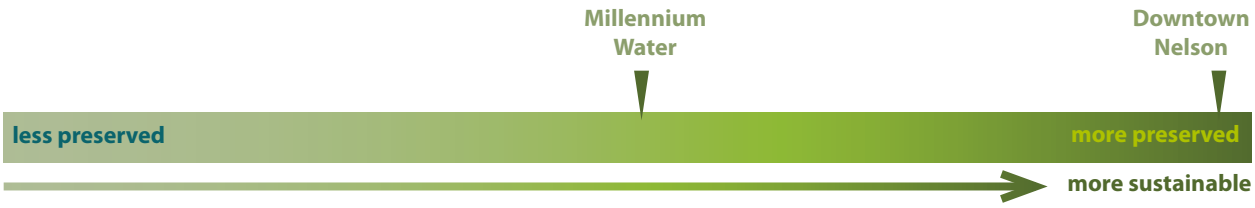
ALL VALUES ARE PRELIMINARY & FOR DISCUSSION PURPOSES ONLY

Indicator

heritage preserved

metric: # historic buildings preserved per hectare

Goal: **Enhance the unique waterfront community character of Downtown Peachland.**



what is this metric measuring?

This metric measures the number of historic buildings protected for active use per hectare within a community.

why is this metric important?

Preserving and reusing buildings both respects a community's history and contributes to energy and resource efficiency. Existing buildings not only reflect local culture, but also represent a significant amount of embodied energy. Historic buildings can play a role in the future of the urban environment as community centres, museums, visitors centres, etc.

how is this metric measured?

This metric divides the total number of protected and actively used historic buildings by the total land area of a neighbourhood.

what is a good value for this metric?

A community wishing to celebrate it's heritage would strive to protect and use more of its historic buildings.

what does Downtown Peachland currently achieve?

Downtown Peachland (2009) currently protects and uses three historic buildings. These are: the Peachland Museum, the United Church, and the Little Schoolhouse.

what kind of performance has been achieved or proposed by others?

Millennium Water (construction) protects **0.14 buildings per hectare**. One of three historic buildings was protected in the Millennium Water development, and will be an integral part of community life.

Downtown Nelson (built) protects **0.32 buildings per hectare**. 350 buildings are protected in the City of Nelson

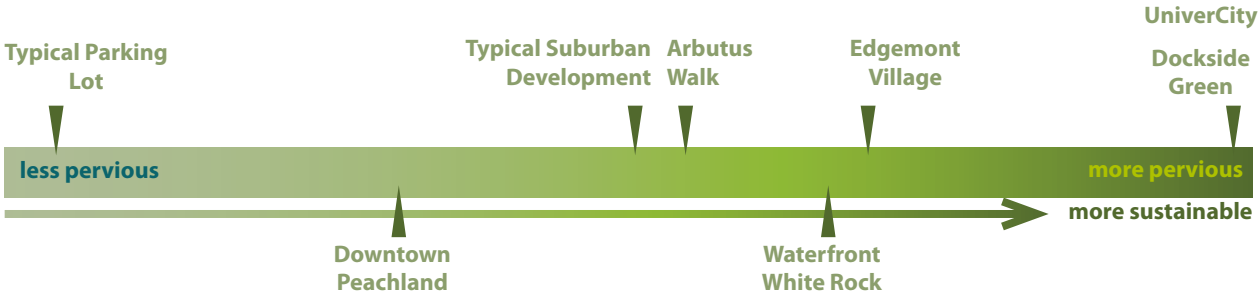
ALL VALUES ARE PRELIMINARY & FOR DISCUSSION PURPOSES ONLY

Indicator

impervious surface intensity

metric: % effective impervious surface

Goal: **Conserve, protect and enhance Peachland's natural environment, public open space, and especially the foreshore of Okanagan Lake.**
Develop downtown Peachland with buildings and infrastructure that reduce the consumption of natural resources and are affordable over the long term.



what is this metric measuring?

This metric expresses the amount of land that sheds stormwater runoff directly into the storm system, instead of infiltrating water on site.

why is this metric important?

Collecting and infiltrating stormwater into the ground where it can slowly recharge into natural waterways is key to building an environmentally resilient community. Effectively impervious surfaces - those that drain directly into the storm system rather than infiltrating - damages natural habitat and hydrological functions by contributing to stream erosion, water quality degradation, and water temperature instability. Well-designed green infrastructure can make roads, parking lots and roofs effectively permeable, thereby reducing negative urban stormwater impacts.

how is this metric measured?

This metric divides the effective impervious area of a neighbourhood by the total land area of the neighbourhood.

what is a good value for this metric?

A community wishing to support environmental resiliency would strive to achieve lower effective impervious surface area.

what does Downtown Peachland currently achieve?

Downtown Peachland (2009) achieves **56% effective impervious area**. Impervious areas include: roads, parking, rooftops, sidewalks, and plazas.

what kind of performance has been achieved or proposed by others?

Typical Parking Lot has up to **100% effective impervious area**.

Typical Suburban Development achieves approximately **54% effective impervious area**. Suburban developments are characterized by wide roads that increase the impervious area of the site.

Arbutus Walk, Vancouver, BC (built) achieves **51% effective impervious area**.

Waterfront, White Rock, BC (built) achieves **45% effective impervious area**.

Edgemont Village, North Vancouver, BC (built) achieves **41% effective impervious area**. The small commercial core has more site coverage for buildings and parking than the detached single family areas while the park area has almost no impervious surfaces.

Dockside Green, Victoria, BC (partially built) achieves **0% effective impervious area**. The project treats and reuses all wastewater within its environmental system, and will produce no site runoff.

UniverCity, Burnaby, BC (built) achieves virtually **0% effective impervious area** by infiltrating virtually 100% of stormwater toward maintaining predevelopment runoff quality and quantity.

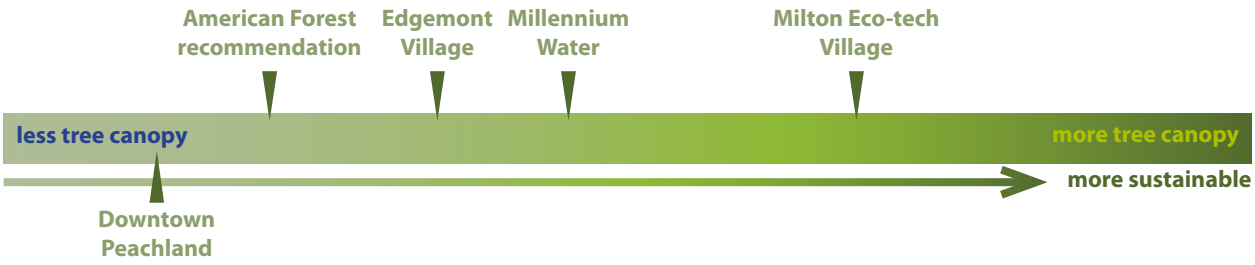
ALL VALUES ARE PRELIMINARY & FOR DISCUSSION PURPOSES ONLY

Indicator

tree canopy intensity

metric: % tree canopy cover

Goal: **Conserve, protect and enhance Peachland's natural environment, public open space, and especially the foreshore of Okanagan Lake.**
Develop downtown Peachland with buildings and infrastructure that reduce the consumption of natural resources and are affordable over the long term.



what is this metric measuring?

This metric expresses the extent of land covered by tree canopies.

why is this metric important?

Developing an urban forest is an important aspect of building a more energy efficient, resilient, and comfortable community. The urban forest intercepts and absorbs rainfall, thus slowing and limiting the amount of water entering the storm system. Street trees shade roads and sidewalks to reduce the urban heat island effect. The urban forest also contributes to passive energy conservation by shading buildings.

how is this metric measured?

This metric divides the total area covered by tree canopy by the total land area of a neighbourhood.

what is a good value for this metric?

Communities seeking to improve their energy efficiency and ecological resiliency will strive for a higher tree canopy intensity.

what does Downtown Peachland currently achieve?

Downtown Peachland (2009) has an **11% tree canopy coverage.**

what kind of performance has been achieved or proposed by others?

BMP for Dry, Urban Conditions Best Management Practices for forests for the Southwest and dry West recommend **18% tree canopy coverage** for urban residential areas.

Edgemont Village (built) achieves a **32% tree canopy coverage.**

Millennium Water (construction) is estimated to have a **37% tree canopy coverage**.

EcoTech Village (planned) is planned to have a **60% tree canopy coverage.**

ALL VALUES ARE PRELIMINARY & FOR DISCUSSION PURPOSES ONLY

Appendix F - PEACHLAND SUSTAINABILITY FRAMEWORK

Vision	Principles	Goals
Downtown Peachland is a vibrant waterfront neighbourhood that reflects the community's commitment to sustainability in its buildings, infrastructure and natural systems. The neighbourhood celebrates its unique character and charm, remaining the focal point of the broader Peachland community, and offering a vibrant centre with a strong local economy where a diversity of residents and visitors safely and affordably live, work, learn, shop, and play. Downtown Peachland honours its natural surroundings and fosters healthy lifestyles by preserving and enhancing natural features, including retaining the waterfront as a key public asset. The neighbourhood is pedestrian-friendly and well connected to the rest of the community of Peachland.	Natural Environment Conservation and Accessibility	To conserve, protect and enhance Peachland's natural environment, public open space, and especially the foreshore of Okanagan Lake
		To balance the needs of conservation, recreation and tourism
	Connectivity	To provide for the safe, attractive, and convenient movement of people and goods to and within downtown Peachland
		To ensure connectivity within Downtown Peachland to the surrounding neighbourhoods
	Diverse and Affordable Housing	To provide a greater mix of housing forms
		To promote compact forms of development
	Strong Local Economy	To strengthen and diversify the year round local economy
		To create a lively and attractive downtown core
	Low Impact Green Infrastructure	To develop downtown Peachland with buildings and infrastructure that reduce the consumption of natural resources and are affordable over the long term.
	Strong Local Identity	To preserve and enhance the unique waterfront community character of Downtown Peachland
	Community Engagement	To engage the community in decisions related to creating and maintaining a Sustainable Downtown Peachland

Objectives	Indicators	Metrics	Target
Preserve the lakeshore as a public neighbourhood feature	Public Waterfront Intensity Waterfront Parking Intensity	% waterfront public % waterfront with parking	75 - 80% 50 - 65%
Protect and enhance the health of the natural marine environment			
Enhance the quality and quantity of public open space and parks	Open Space Diversity	diversity index of open spaces	0.5 - 0.6
	Tree Canopy Intensity	% tree canopy coverage	30 - 35%
	Land Use Diversity	diversity index of land uses	0.8
	Impervious Surface Intensity	% effective impervious area	25 - 40%
Provide a network of active transportation trails	Active Transportation Route Connectivity	# intersections per hectare	3 - 4 int/ha
Integrate sufficient parking into the downtown neighbourhood	Site Coverage, Roads and Parking	% area dedicated to roads + parking	20%
Create an interconnected multi-modal transportation network that safely supports the various modes of transportation to and within the downtown neighbourhood	Active Transportation Route Connectivity	# intersections per hectare	3 - 4 int/ha
Provide a range of housing opportunities for citizens of Peachland, regardless of financial resources, age and household composition, and recognizing the demographic shift occurring in the Okanagan	Housing Density	dwelling units per hectare	65 - 75 uph
Increase the total supply of housing in Downtown Peachland	Land Use Diversity	diversity index of land uses	0.8 0.8
Concentrate distinct, diverse commercial land uses in Downtown Peachland	Commercial Diversity	storefronts per commercial block	7 - 8 fronts/block
Integrate community services and facilities, with tourist opportunities, recreational, and mixed use development	Land Use Diversity	diversity index of land uses	0.8
Support and encourage home business and telecommuting as a further stimulant to the local economy	Land Use Diversity	diversity index of land uses	0.8
Provide opportunities for unique, locally based arts and culture	Land Use Diversity	diversity index of land uses	0.8
	Open Space Diversity	diversity index of open spaces	0.5 - 0.6
	Heritage Preservation	# historic buildings preserved	
Protect the quality and quantity of the existing water supply	Impervious Surface Intensity	% effective impervious area	25 - 40%
Design the neighbourhood to reduce heating and cooling requirements	Site Coverage, Roads + Parking	% area dedicated to roads + parking	20%
	Tree Canopy Intensity	% tree canopy coverage	30 - 35%
Design the neighbourhood to support potential renewable and local energy sources	Housing Density	dwelling units per hectare	65 - 75 uph
Maintain a development scale that fits with the form and character of existing development in Downtown	Commercial Diversity	storefronts per commercial block	7 - 8 fronts/block
Conserve historically significant sites and buildings in Downtown Peachland	Heritage Preservation	# historic buildings preserved	
Provide safe and attractive gathering spaces for public, semi-public and private respite for residents and visitors	Public Waterfront Intensity Waterfront Parking Intensity	% waterfront public % waterfront with parking	75 - 80% 50 - 65%
	Open Space Diversity	diversity index of open spaces	0.5 - 0.6
Provide opportunities for active public consultation, education and participation in the design and development processes	Public Workshops and Reviews	Yes/No	Yes
Promote opportunities for collaboration between government, scientists, educational institutions, business community leaders, students, and local citizens	Multi-Sectoral & Multi-Disciplinary Charrette Team	Yes/No	Yes

Appendix G - Design Event Participants

Teams for Sustainable Downtown Peachland Design Event

GO

Design Facilitator	Patrick Condon	
Process Facilitator(s)	Isabel Budke	
	Elisa Campbell	
District of Peachland	Dave Smith	
Team members	Rob Campbell	Chamber of Commerce
	Jagdev Dhillon	Consultant
	Ernie Hurd	Councillor
	Dan Huang	Urban Systems
	Michelle Orflield	BC Transit Okanagan
	Kim Solar	Advisory Planning Committee
	Bob Sugden	Highway 97 Task Force
	Susanne Theurer	Fraser Basin Council
	Carson Todd	Resident

GREEN

Design Facilitator	Daniel Roehr	
Process Facilitator(s)	Sheryl Webster	
	Jackie Teed	
District of Peachland	Heidi Simkins	
Team members	Chris Byrd	Volksport
	Bill Dupuis	Pentowna Marina
	Darlene Hartford	Resident
	Brenda Mochansky	Youth rep
	Phyllis Papineau	Arts Council
	Loretta Robinson	Tourism
	Peter Schierbeck	Citizens Patrol/Community Policing
	Anna Warwick Sears	Okanagan Basin Water Board
	Scott Wilshaw	Peachland EDC

HOME/WORK

Design Facilitator	James Tuer	
Process Facilitator(s)	Sara Fryer	
	Elisa Campbell	
District of Peachland	Paul Dupuis	
Team members	Steve Allison	Land Owner
	Brian Anderson	Developer
	Keith Fielding	Mayor
	Sean Lyons	Regional District of Central Okanagan EDC
	Bill Teed	Peachland Residents Association
	Terry Tanner	Resident
	Don Wilson	Historical Society