

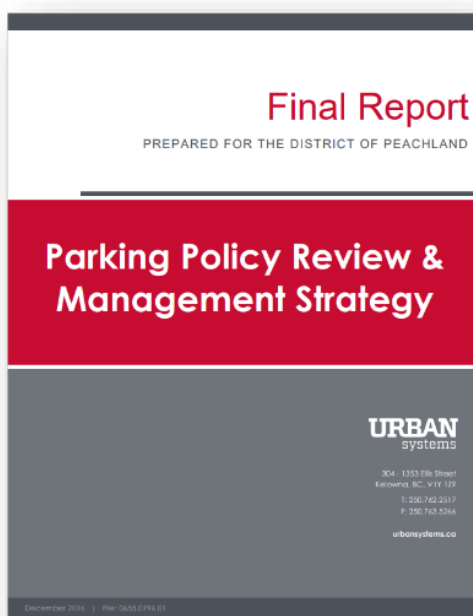
## DRIS Committee of the Whole Package - Parking Policy Review & Management Strategy (2016) Backgrounder & Executive Summary

In 2016, Peachland undertook a Parking Policy Review & Management Strategy to provide the District with an evidence-based framework for future parking policy specific to the Downtown. Since 2016, given the relative lack of new development in Downtown, on-street parking conditions have not drastically changed and the findings of the 2016 strategy remain relevant.

While this report is specific to on-street parking, it is important to note that parking standards have a direct and long-lasting impact on urban development patterns. They can entrench low-density development over the long term by prioritizing excessive amounts of parking over other community needs and as result dissuade development or result in poor urban design outcomes.

The 2016 strategy identified opportunities to maintain on-street parking availability, that will support development in the Downtown. DRIS uses the findings from the 2016 strategy and recommends implementation of some of its suggested actions. It is important to note that on-street parking management is an ongoing activity: continuous monitoring and evaluation of parking demands should follow with the implementation of any new strategies.

An important consideration in the discussion of Downtown parking is that increased demand for parking and resulting congestion is indicative of thriving Downtown economy. An increase in visitors means more support for businesses and community vitality. The following is an executive summary of the findings from the 2016 strategy.



The 2016 Parking Policy Review and Management Strategy identified that in Peachland, there is currently no shortage of on-street parking downtown. Stall occupancy levels generally fall between 23% and 52% with an average occupancy of 39% across 822 spaces. Peak occupancy (52%) was observed on summer weekdays. Additional nearby options are available. Improvements could be made in areas such as time limits, wayfinding signage, and lot utilization (e.g., 2nd Street Lot). The report emphasized the importance of efficient parking management that balances convenience for high-priority users (such as deliveries and short stays) with the desire to reduce the dominance of cars in the downtown area. Ongoing monitoring and adjustments as development and tourism increase are also needed.

Existing on-street parking supply is anticipated to be adequate over the medium term. A maximum parking density scenario was completed based on the assumption that all the land in the downtown core is developed to its maximum base density for the primary use identified within the current zoning bylaw (generally commercial uses). To reach the maximum parking demand estimated, significant redevelopment would need to occur. This level of redevelopment is not likely to occur in the short to medium term. Parking management strategies (time limits, pay parking, etc) should be put in place to maintain availability as new development occurs.

Other key findings from the Parking Policy Review & Management Strategy include:

#### Adequate Overall Supply but Uneven Distribution

- Downtown Peachland's total parking supply exceeds the current demand, with an average occupancy of 39% and a peak of 52%. However, certain high-demand areas, particularly near the beach, frequently experience occupancies of 76-100%, while other areas remain underutilized. This imbalance indicates a need for better management of parking resources through demand management activities.

#### High Turnover Rates

- The majority of vehicles are parked downtown for less than two hours (75-76%), showing efficient use of parking spaces. This suggests that most visitors can find parking for short-term stays, supporting business and tourist activity.

#### Public Concerns About Seasonal Congestion

- Residents highlighted that parking challenges are most acute during summer weekends and special events. Overcrowding during peak tourist season can deter visiting downtown and potentially impact local businesses. Demand strategies can mitigate this issue.

#### Underutilization of Off-Street Parking Lots

- The 2nd Street Parking Lot was found to be underused. (Improvements have since been made.)

#### Divided Opinions on Paid Parking

- Feedback reveals mixed attitudes: some support paid parking to improve turnover and fund maintenance, while others value free parking as integral to Peachland's charm. This division suggests potential resistance to introducing fees, requiring careful consideration and community engagement and a phased implementation (beginning with time limited).
- These findings point to opportunities for targeted interventions, such as better signage, infrastructure improvements, and policy adjustments, to optimize downtown parking without alienating residents and visitors.