



**REGIONAL DISTRICT OF CENTRAL OKANAGAN
GOVERNANCE AND SERVICES COMMITTEE MEETING
AGENDA**

Thursday, July 9, 2020

8:30 a.m.

Woodhaven Board Room
1450 K.L.O. Road, Kelowna, BC

Pages

1. CALL TO ORDER

Chair Given acknowledged that this meeting is being held on the traditional territory of the syilx/Okanagan peoples.

2. ADDITION OF LATE ITEMS

3. ADOPTION OF THE AGENDA

Recommended Motion:

THAT the agenda be adopted.

4. ADOPTION OF MINUTES

4.1 Governance and Services Committee Meeting Minutes- June 11, 2020

1 - 3

Recommended Motion:

THAT the Governance and Services Committee meeting minutes of June 11, 2020 be adopted.

5. DELEGATIONS

5.1 Draft Regional Transportation Plan Presentation

4 - 69

Rafael Villarreal, Manager-Integrated Transportation Department, City of Kelowna & Stephen Power, HDR consultant

Recommended Motion:

THAT the Governance & Services Committee receive for information the report from STPCO dated July 7, 2020 with respect to the Draft Regional Transportation Plan (RTP) and its sub-components: The Draft Regional Bicycling and Trails Master Plan (RBTMP) and the Draft Regional Disruptive Mobility Strategy (RDMS).

6. COMMUNITY SERVICES

- 6.1 BC Rent Bank Update 70 - 74

Recommended Motion:

THAT the Governance and Services Committee receive for information the July 9, 2020 BC Rent Bank report from the Director of Community Services.

- 6.2 Regional Agricultural Compliance & Enforcement Strategy 75 - 82

Recommended Motion:

THAT the Governance & Services Committee receive for information the Regional Agricultural Compliance and Enforcement Strategy report dated July 9, 2020.

- 6.3 Bylaw Enforcement Policy Development 83 - 85

Recommended Motion:

THAT the Governance and Services Committee receive for information the Director of Community Services July 9, 2020 report on the need for a formal Bylaw Enforcement Policy

7. ADJOURN

Directors:

- J. Baker (District of Lake Country)
- M. Bartyik (Central Okanagan East Electoral Area)
- C. Basran (City of Kelowna)
- W. Carson (Central Okanagan West Electoral Area)
- M. DeHart (City of Kelowna)
- C. Fortin (District of Peachland) (*attended electronically*)
- G. Given (City of Kelowna)
- C. Hodge (City of Kelowna)
- S. Johnston (City of West Kelowna)
- G. Milsom (City of West Kelowna)
- B. Sieben (City of Kelowna)
- L. Stack (City of Kelowna) (*attended electronically*)
- L. Wooldridge (City of Kelowna)
- J. Coble (Westbank First Nation) (*attended electronically*)

Staff:

- B. Reardon, Chief Administrative Officer
- J. Foster, Director of Communication & Information Services
- C. Griffiths, Director of Economic Development & Bylaw Services
- D. Komaike, Director of Engineering Services
- M. Rilkoff, Director of Financial Services (*attended electronically*)
- M. Drouin, Manager-Corporate Services (recording secretary)

1. CALL TO ORDER

Chair Given called the meeting to order at 8:30 a.m. and acknowledged the meeting is being held on the traditional territory of the syilx/Okanagan peoples.

Roll call was taken as some directors attended electronically.

2. ADDITION OF LATE ITEMS

There are no late items for the agenda

3. ADOPTION OF THE AGENDA

#GS21/20

BAKER/HODGE

THAT the agenda be adopted.

CARRIED unanimously

4. ADOPTION OF MINUTES

4.1 Governance & Services Committee Meeting Minutes – March 12, 2020

#GS22/20

MILSOM/WOOLDRIDGE

THAT the Governance & Services Committee meeting minutes of March 12, 202 be adopted.

CARRIED unanimously

5. CORPORATE SERVICES

5.1 Regional Economic Task Force Update - Terms of Reference

Staff report dated June 11, 2020 provided an update on the Regional Economic Task Force which has been established as a result of the impact by the COVID-19 pandemic. The Task Force is looking at a regional approach to economic response and recovery and has approved a Terms of Reference. RDCO Economic Development Advisory Council and Industry Roundtable discussions are supported by EDC and local government staff who in addition support the Task Force.

C. Griffiths, RDCO Director of Economic Development provided an overview of the work underway.

Questions and answers followed the presentation.

#GS23/20

MILSOM/BAKER

THAT the Governance and Services Committee receives for information the May 27, 2020 approved Terms of Reference for the Regional Economic Recovery Task Force.

CARRIED unanimously

5.2 COVID-19 Response Actions Update

Staff report dated June 4, 2020 provided an update on operational actions underway to reduce the impact of COVID-19 on RDCO employees and residents accessing Regional District services.

#GS24/20

SIEBEN/BARTYIK

THAT the Governance and Services Committee receive for information the COVID-19 Response Actions report dated June 4, 2020.

CARRIED unanimously

6. ADJOURN

There being no further business the meeting was adjourned at 9:32 a.m.

CERTIFIED TO BE TRUE AND CORRECT

G. Given (Chair)

B. Reardon (Chief Administrative Officer)

Report to Regional Board

Date: July 7th, 2020

To: Brian Reardon, CAO

From: R. Villarreal, STPCO Administrator

Subject: Draft Regional Transportation Plan, Draft Regional Bicycling and Trails Master Plan and Draft Regional Disruptive Mobility Strategy

Recommendation:

THAT the Board receives, for information, the report from STPCO dated July 7th, 2020 with respect to the Draft Regional Transportation Plan (RTP) and its sub-components: The Draft Regional Bicycling and Trails Master Plan (RBTMP) and the Draft Regional Disruptive Mobility Strategy (RDMS).

Purpose:

To provide the Board with an update on STPCO activities and provide an overview of the Draft Regional Transportation Plan and its sub-components: The Draft Regional Bicycling and Trails Master Plan and Draft Regional Disruptive Mobility Strategy.

Background:

The Sustainable Transportation Partnership of the Central Okanagan (STPCO) is a formal partnership of Westbank First Nation, the City of Kelowna, the City of West Kelowna, the District of Lake Country, the District of Peachland, and the Regional District of Central Okanagan. The STPCO coordinates the regional delivery of sustainable transportation programs and projects in support of common regional policy, plans and interests (economic, social and environmental), including the delivery of the Regional Transportation Plan. The STPCO also provides a formal forum for discussion amongst elected officials, senior and technical staff, as well as stakeholders and the general public.

The STPCO Work Plan is divided into the three areas of Strategic Partnerships with Senior Government, Transit Program and Delivery, and Regional Transportation Planning. This report provides an update on activities in the Regional Transportation Planning work area, including presentation of the Draft Regional Transportation Plan and its sub-components: The Draft Regional Bicycling and Trails Master Plan and the Draft Regional Disruptive Mobility Strategy.

Local and Global Context: Several global trends are shaping urban and regional transportation, as a result the RTP and its sub-components have been developed to be resilient and adaptable to these changing trends on the horizon. Examples include the COVID-19 pandemic, the global climate crisis, and rapid transportation technology change:

- **COVID-19 Pandemic:** The COVID-19 pandemic has evolved rapidly and changed the way people travel, with rapid increases in teleworking and decreases in transit ridership experienced in the short-term. While the situation is uncertain and changing daily, it is important not to lose sight of the mid and long term. The RTP is a long-range plan designed to establish the vision for regional transportation over the next 20 years and beyond. While the impacts and economic recovery from COVID-19 may delay growth in the next few years, the long-term transportation vision established by the RTP is still anticipated to be relevant in 2040. In addition, it is hoped that the RTP can provide a roadmap for investment in the Central Okanagan that will be an important part of economic recovery over the next few years.
- **Climate Change:** Transportation is typically responsible for the largest share of metropolitan greenhouse gas emissions, and this is also true in Kelowna where 55% of climate warming gases come from the transportation sector alone. The RTP recognizes the urgency of the global climate crisis and provides recommendations that will help to better connect our region, while reducing automobile dependence and improving the quality, convenience and reliability of more sustainable and affordable transportation modes, such as bicycling, walking, transit and small electric vehicles. This will be critical to help protect the Central Okanagan's environment and high quality of life for future generations to come.
- **Technology and our Changing Future:** For the first time in nearly a century, transformative innovations are coming to the transportation sector. New technologies that are making transportation more connected, automated, shared and electric are reshaping how people get around and making owning a car less of a requirement. The RTP has been developed with these rapid changes in mind, and includes recommendations designed to take advantage of new mobility options, such as ride-hailing, bike share and car share that can help provide new mobility options to residents and extend the reach of transit. The Regional Disruptive Mobility Strategy component of the RTP provides a toolkit of policy options for Central Okanagan governments to help embrace the benefits of transportation technology change, while incorporating lessons learned from other communities around the world to help mitigate impacts.

Discussion:

Development of the Central Okanagan's first Regional Transportation Plan (RTP) was initiated in early 2018. The need for the plan arose out of recognition that transportation directly impacts many of the areas important to Central Okanagan communities, including economic competitiveness, air quality, climate change, goods movement, social equity, emergency response, public health and quality of life. With the regional population expected to grow by nearly 40% in the next 20 years, the STPCO partners decided to work collaboratively to ensure that the transportation choices we make as a region today help strengthen our region's future economic competitiveness and quality of life.

After more than two years of technical studies (including the Okanagan Gateway Transportation Study), consultation, and unprecedented region-wide partnership and collaboration, the Draft Regional Transportation Plan and its sub-components, the Draft Regional Bicycling and Trails Master Plan and Draft Regional Disruptive Mobility Strategy, are ready for presentation to the STPCO Councils and RDCO Board. The draft plans can be viewed on the Smart Trips website at the following links:

- **Draft Regional Transportation Plan:**
https://www.smarttrips.ca/sites/files/6/docs/related/Regional_Transportation_Plan_DRAFT.pdf

- **Draft Regional Bicycling and Trails Master Plan:**
https://www.smarttrips.ca/sites/files/6/docs/related/Regional_Bicycling_Trails_Master_Plan_DRAFT.pdf
- **Draft Regional Disruptive Mobility Strategy:**
https://www.smarttrips.ca/sites/files/6/docs/related/Regional_Disruptive_Mobility_Strategy_DRAFT.pdf

Draft Regional Transportation Plan: The Draft Regional Transportation Plan (RTP) identifies transportation projects and priorities that will help build and maintain a healthy, thriving and connected future for the Central Okanagan region. This long-range, high-level plan establishes a framework of priorities over the next 20 years to help communities plan and seek funding collaboratively, as a unified region.

The RTP sets the direction for Central Okanagan governments to work together to prepare for future population growth, help people of all ages and abilities get around, reduce the growth of traffic congestion and greenhouse gases, and help the region's economic recovery post COVID-19. The plan contains interconnected recommendations for projects, programs and policies that will help connect people and places across the region. The recommendations are designed to work together to help improve the movement of people and goods, achieve fast and reliable transit, and help create a region where more people can choose sustainable and affordable transportation options.

The RTP reflects the interests and values the project team heard from people across the region. The plan development included multiple workshops with the STPCO Planning and Technical Committee, the Local Government Advisory Board, and presentations to the STPCO Councils and RDCO Board at key milestones throughout the planning process (representing over 30 presentations to date). Additionally, the plan reflects multiple public consultation touchpoints with residents and stakeholders across the Central Okanagan, from Peachland to Lake Country, since spring 2018.

Moving forward, the plan will help Central Okanagan governments collaborate to seek funding for transportation investments that benefit the entire region. Recommendations that involve the highway and that require further study will be analyzed further as part of the next phase of the Ministry of Transportation and Infrastructure's Central Okanagan Planning Study.

Draft Regional Bicycling and Trails Master Plan: The Draft Regional Bicycling and Trails Master Plan (RBTMP) updates the 2012 Regional Active Transportation Master Plan. In the years since the 2012 Plan was created, many connections have been completed, additional active transportation plans have been developed and provincial and federal design guidance updated. The RBTMP reflects those changes, and along with the RTP, will help focus investments in regional bicycling and trail networks. The regional bicycling and trails network presented in the RBTMP provides safe and convenient travel options, connecting regionally significant destinations across the Central Okanagan. When complete, the proposed network will provide 134 km of fully separated facilities (e.g., such as multi-use pathways, bike paths, and protected bicycle lanes) and 62 km of shared facilities that are appropriate for those more comfortable riding beside motor vehicle traffic. A total of 81 km of new bicycling and trail infrastructure is recommended, along with 25 km of facilities that should be upgraded.

Implementation of the plan will be delivered in coordination with the RTP, and will require ongoing regional coordination and collaboration. Additionally, leadership at the local and regional level will be necessary to champion projects within each jurisdiction.

Draft Regional Disruptive Mobility Strategy (RDMS): “Disruptive mobility” refers to changes in transportation technologies that will fundamentally change how people get around in the future. These changes are making transportation more connected, automated, shared, and electric. These changes have the potential to benefit the region, though negative impacts that work against current policy directions are possible as well. By proactively preparing for the changes coming our way, Central Okanagan governments can work together and help influence the Province to harness the benefits of new transportation technologies, while protecting our regional economic competitiveness and quality of life.

The Draft Regional Disruptive Mobility Strategy (RDMS) has been designed as a toolkit for Central Okanagan governments to help prepare for technology change in transportation. It is a resource guide that will help each jurisdiction identify the strategies and tactics best suited for their community. It is recommended that each jurisdiction collaborate with community, nonprofit, and business leaders, to carefully consider a range of practical and efficient solutions to the challenges and opportunities presented by rapidly changing mobility technologies.

Okanagan Gateway Transportation Study: The Okanagan Gateway Transportation Study (OGTS) is a partnership of the Kelowna International Airport (YLW), City of Kelowna, the University of British Columbia - Okanagan (UBCO) and the BC Ministry of Transportation and Infrastructure (BC MoTI). It is a 20 year plan that defines future projects, programs and policies to strengthen the economy, quality of life and further the OGTS partners’ commitment to climate action in the region by improving connections to the Kelowna International Airport and the University of British Columbia Okanagan. While recommendations from the OGTS have been coordinated with and incorporated into the Regional Transportation Plan, the final OGTS report is still being finalized and is anticipated for release later in summer 2020.

Conclusion:

The three draft regional plans are being presented to each of the STPCO partner Councils and the RDCO Board through June and July. Following the presentations, public engagement activities (anticipated in July/August) will provide members of the public and stakeholders with the chance to review the draft plans and provide feedback. Public engagement activities are being designed to focus on digital and on-line platforms to follow the advice of the Provincial Health Officer in regards to COVID-19. Once the public engagement period closes, the plans will be updated and refined. Final versions of the plans will be presented to each of the STPCO Councils and the RDCO Board for endorsement, anticipated in fall 2020.

Attachments:

- Attachment 1: Draft Regional Transportation Plan:
https://www.smarttrips.ca/sites/files/6/docs/related/Regional_Transportation_Plan_DRAFT.pdf
- Attachment 2: Draft Regional Bicycling and Trails Master Plan:
https://www.smarttrips.ca/sites/files/6/docs/related/Regional_Bicycling_Trails_Master_Plan_DRAFT.pdf
- Attachment 3: Draft Regional Disruptive Mobility Strategy:
https://www.smarttrips.ca/sites/files/6/docs/related/Regional_Disruptive_Mobility_Strategy_DRAFT.pdf
- Attachment 4: Draft Regional Transportation Plan Presentation



Connecting Our Region

Our first region-wide transportation plan



Regional Transportation Plan

RDCO Board

July 9th, 2020



Agenda

- 1. Welcome**
- 2. STPCO and What is Next**
- 3. Draft Regional Transportation Plan**
- 4. Draft Regional Bicycling and Trails Master Plan**
- 5. Draft Regional Disruptive Mobility Strategy**
- 6. Next Steps**

Regional Governance Update

STPCO

**Sustainable Transportation
Partnership of the Central Okanagan**

STPCO

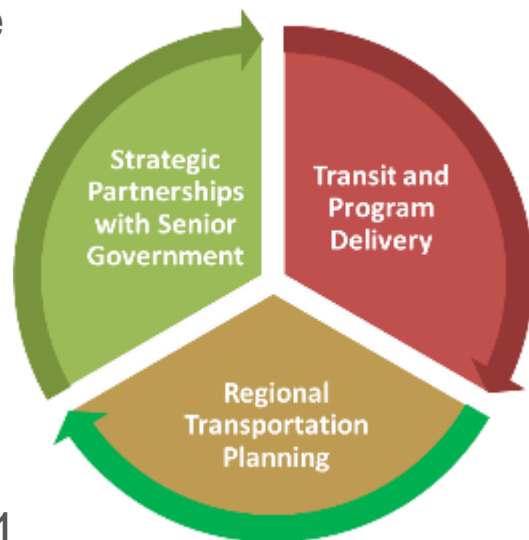
Interjurisdictional service agreement

Local Government Service Agreement, under the auspices of the Local Government Act

“STPCO was formally established in 2012. At that time, the partnership agreement contemplated the joint funding and delivery of services related to transportation demand management, regional transportation planning and regional transportation surveys and studies.”

It is expected to evolve in 2021

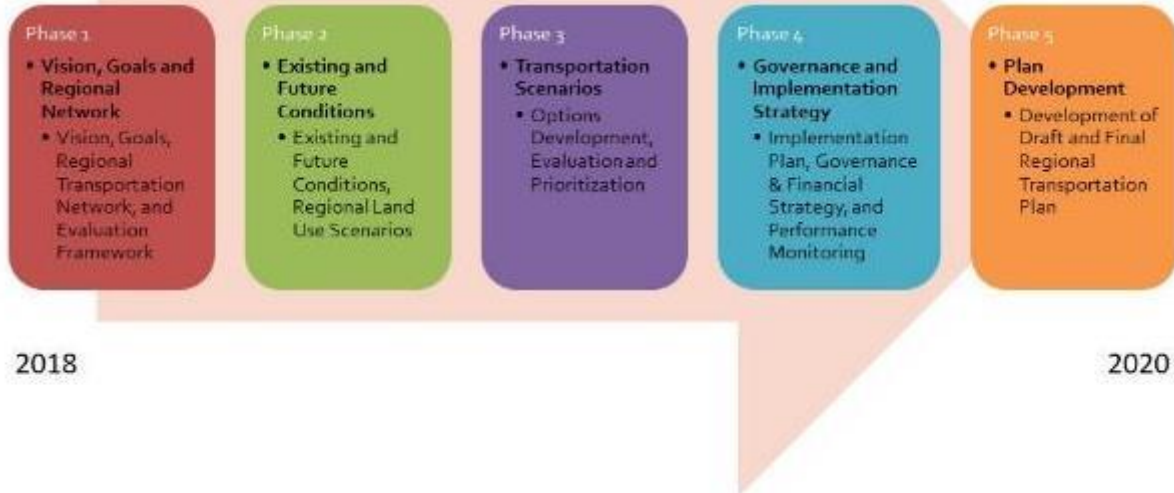
2018-2020 Work Plan



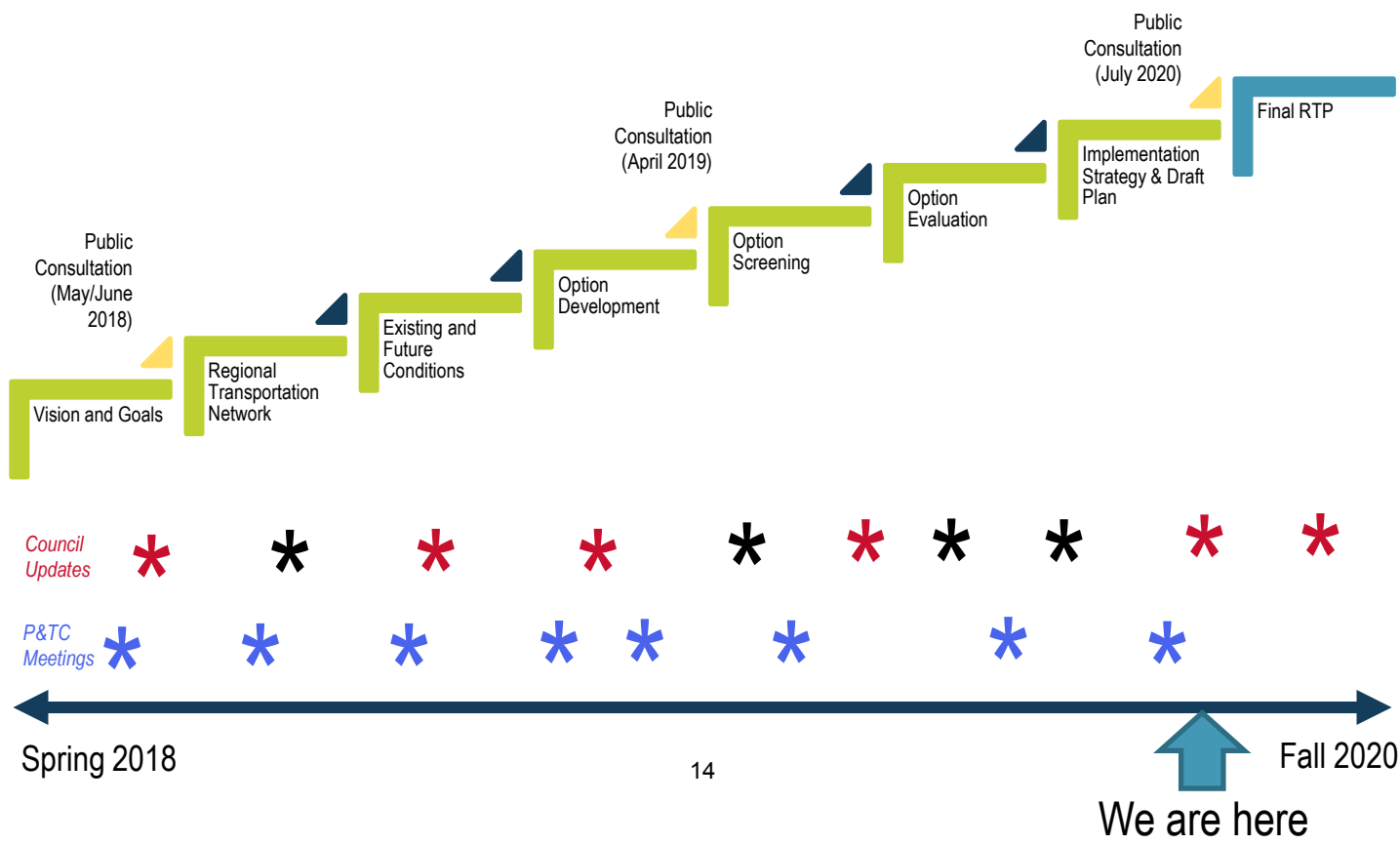
RTP Timeline and Overview

Regional Transportation Plan - Schedule

We are here



Regional Transportation Plan - Schedule



What is the RTP?

The RTP identifies transportation projects and priorities that will help build and maintain a healthy, thriving and connected future for the Central Okanagan



Connecting our Region

- The long-range, high-level plan:
 - Establishes a framework of priorities over the next 20 years so communities can plan and seek funding collaboratively, as a unified region
 - Will help create a region where more people can choose sustainable and affordable transportation options
 - Will help improve the movement of people and goods



Working Together

The RTP reflects the interests and values we heard from people across the region:

- The plan was developed following more than two years of technical studies, consultation, and unprecedented region-wide partnership and collaboration
- Consultation with residents across the Central Okanagan, from Peachland to Lake Country, since 2018
- A partnership between the City of West Kelowna, District of Lake Country, District of Peachland, Westbank First Nation, City of Kelowna, and the Regional District of the Central Okanagan and in collaboration with the Ministry of Transportation and BC Transit



Key Benefits

The RTP contains interconnected recommendations for projects, programs and policies that will support and enhance the region's economy, environment, and quality of life; they will:

- Connect people and places across the region
- Help people of all ages and abilities get around
- Achieve fast and reliable transit
- Prepare for future population growth and technology innovations
- Reduce the growth of traffic congestion and greenhouse gases
- Help the region's economic recovery post COVID-19



COVID-19 and the RTP

- Situation is evolving and uncertain
- Short-term travel impacts:
 - increases in telework
 - decreases in transit
 - increases in on-line deliveries
- Long-term planning for next 20 years (2040)
 - RTP vision is still relevant
- RTP can help provide a roadmap for economic recovery



Draft Regional Transportation Plan



RTP Vision:

“A transportation system that connects people to regional destinations within the Central Okanagan and beyond, supporting and enhancing the region’s economy, social networks, and natural ecosystem.”

RTP Goals:

SAFE - transports people and goods safely

EFFICIENT - minimizes energy, emissions and travel times

SUSTAINABLE –creates a net positive social, environmental, and economic benefit to the region and future generations

AFFORDABLE – provides value to all users while minimizing costs to users and taxpayers

ECONOMIC GROWTH - supports regional economic growth

EQUITABLE –addresses the transportation needs of all areas, ages and incomes

ACCESSIBILITY – applies the principles of universal access

QUALITY OF LIFE - minimizes noise, visual and community effects while supporting community cohesion

ENVIRONMENTALLY RESPONSIBLE - minimizes negative effects on the natural ecosystem

MULTIMODAL – increases the variety of travel choices available

ADAPTABLE – can change in response to evolving technology and societal trends

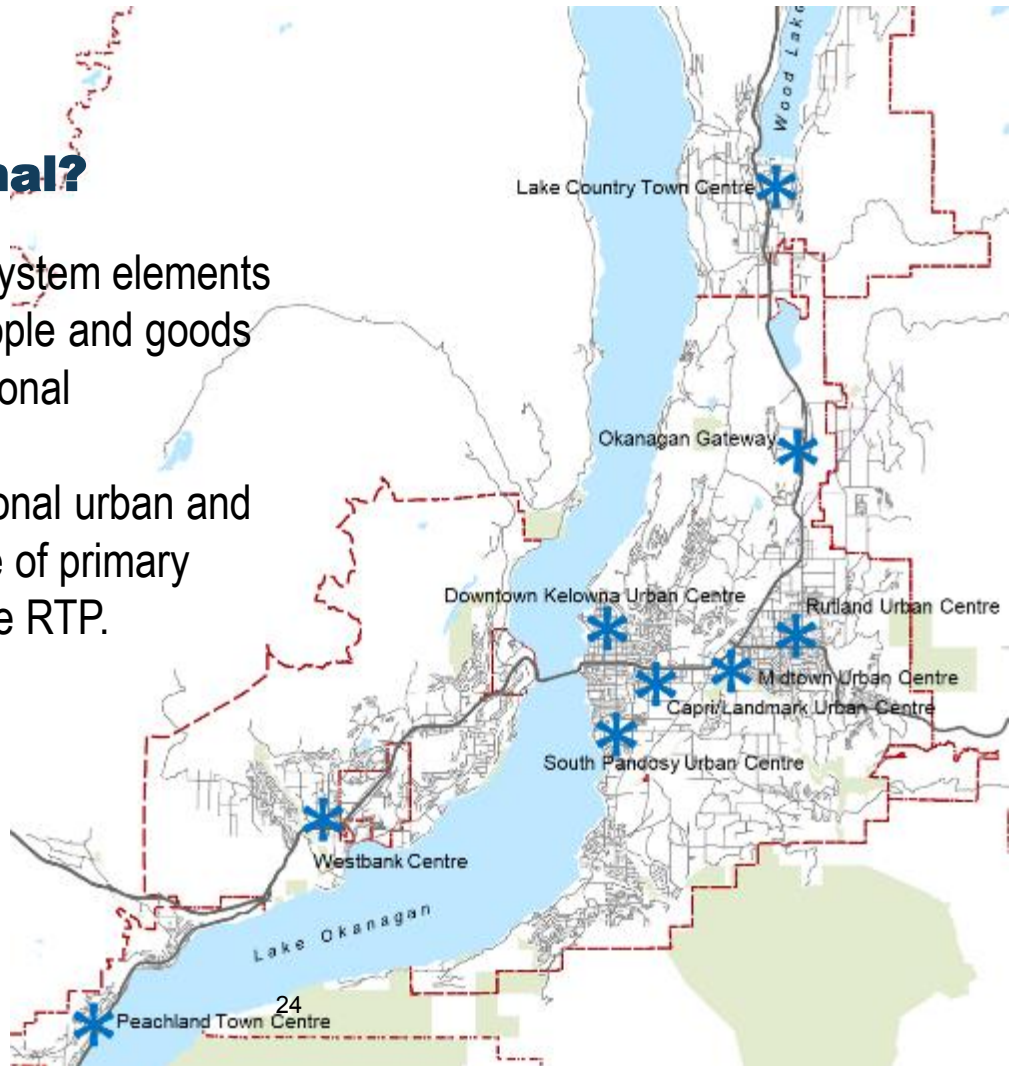
Chapter 1: Connecting Our Region

- Introduction
- The Process for the Central Okanagan's First Regional Transportation Plan



What is Regional?

- Transportation system elements that connect people and goods to important regional destinations.
- Connecting regional urban and town centres are of primary importance in the RTP.



Chapter: 2

Existing and Future Conditions

- Regional Demographics
- Regional Travel Patterns
- Travel Conditions
- Emerging Trends



Existing and Future Conditions – Key Findings

Passenger Vehicles

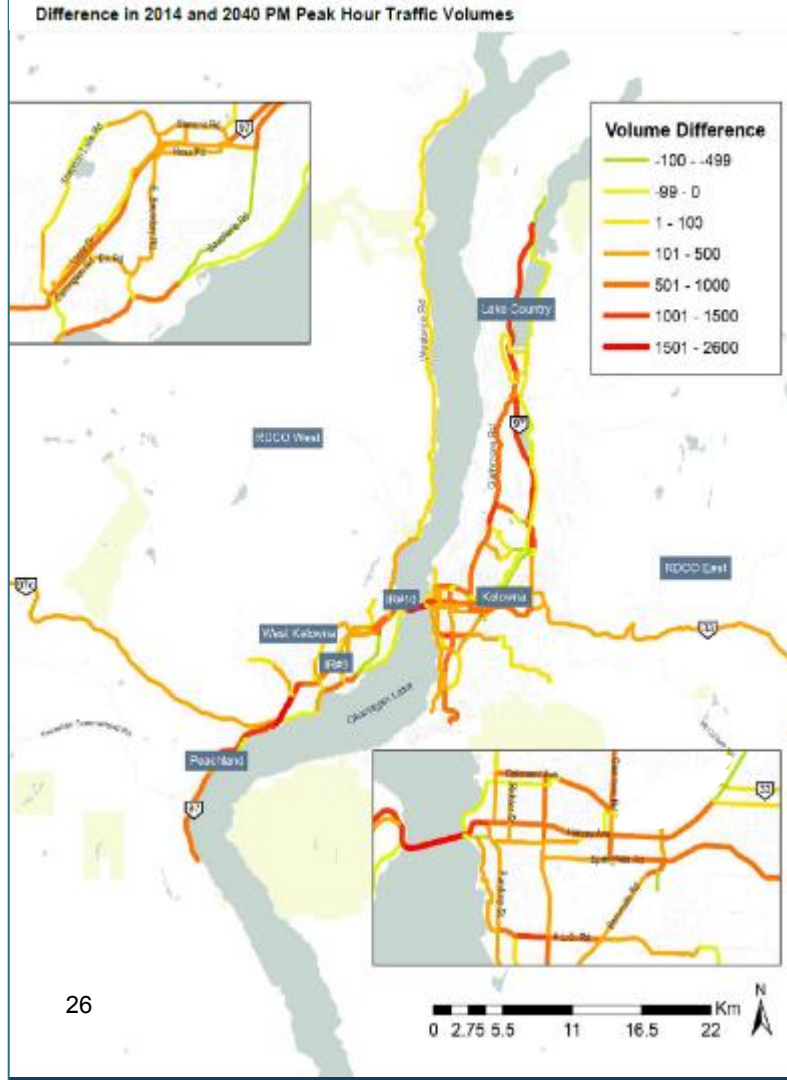
- Traffic volumes on Highway 97 continue to grow
- Within Kelowna, lack of capacity means lower growth on Highway 97 – new growth goes to Glenmore Road

Transit

- Population within walking distance of regional transit more than double by 2040
- UBCO transit demand to triple by 2040

Walking and Bicycling

- Okanagan Rail Trail key backbone
- Networks strong in Kelowna; key gaps elsewhere



Chapter 3: The Regional Transportation Network

- The Region
- Regional Transportation Modes:
Background and Considerations



Transit Considerations

Light Rail Transit

- Section of Highway 97 closest to downtown Kelowna will be within lower threshold of LRT feasibility; no other opportunity for feasible **corridor**
- Costs for constructed corridors in the range of \$100M - \$200M per kilometre

Bus Rapid Transit / RapidBus / Autonomous Rapid Transit

- Usually lower cost, greater flexibility and easier phasing than LRT
- Corridors could be upgraded in the future to LRT or other new technology

Lake Ferries

- Densities on west side of the lake not sufficient for ferry
- Water taxi (similar to those operating to/from Granville Island) may be feasible with a private partner and could be a precursor to a formal ferry service



Chapter 5: Recommended Projects, Programs and Policies

- Key Strategies and Services
- Regional Transportation Policy Guidance
- Potential Projects



Key Strategies and Services

- Land Use
 - Urban and town centres
 - Regional transit corridors
 - Mobility hubs
- Multi-modal Integration
 - Local transit routes
 - Mobility hubs
 - Park and ride
 - Demand responsive transit
- Pricing
 - Parking
 - Mobility pricing
- Shared Mobility
 - Micromobility
 - Car share
 - Ridehailing

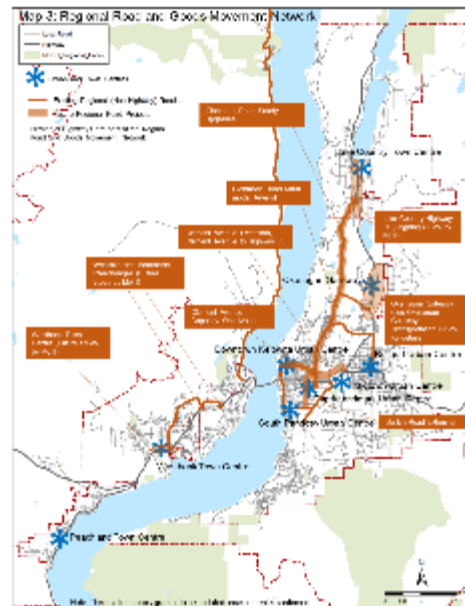
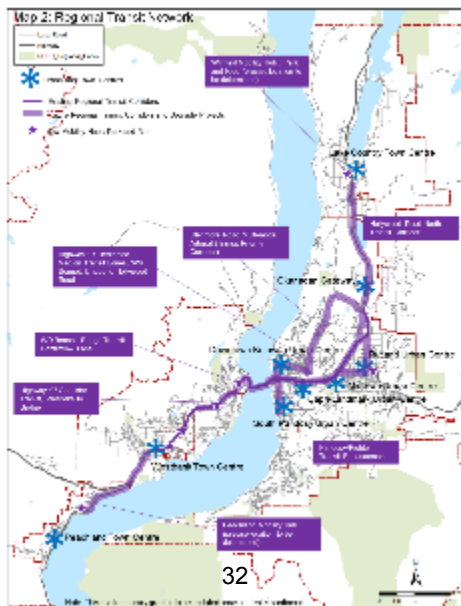
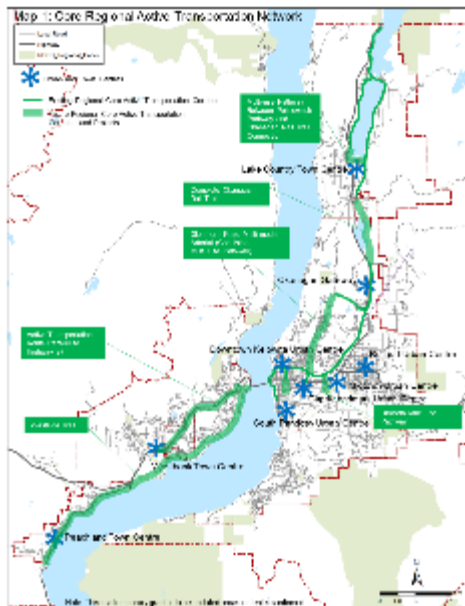


Policy Guidance Highlights

- Inclusion of RTP provisions in local TMP and OCP documents
- Strategies to reduce vehicle-kilometres and GHG emissions
- Work with BC Transit to accelerate introduction of zero-emission transit vehicles
- Agreement by all to be supportive of funding and grant applications for regional transportation projects, programs and services identified in the RTP
- Develop a regional commercial goods movement strategy
- Address equity in local transportation master plans
- Investigate technological solutions that increase network capacity before investing in significant roadway capacity expansion

Projects

- All are concepts that require detailed planning and design
- Recommendations that involve the highway require further study and will be analyzed as part of the next phase of the Ministry of Transportation and Infrastructure's Central Okanagan Planning Study
- BC Transit will be an important partner on many potential projects



Lake Country

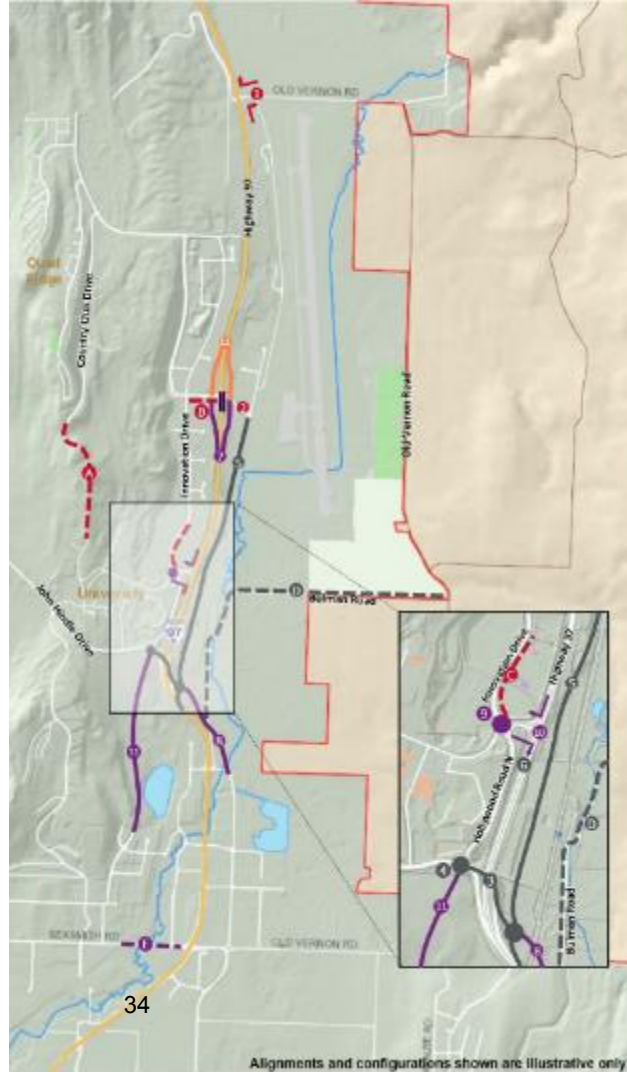


- Town centre land use intensification
- On-Demand Transit
- RapidBus Extension as ridership warrants

Okanagan Gateway

Draft recommendations from the OGTS:

- Phased upgrades to Hwy 97/John Hindle Drive and Highway 97/Airport Way
- Strengthen city street network to better link Gateway destinations to each other and Hwy 97
- Expanded transit service to accommodate future campus growth
- Improve transit service south of UBCO in coordination with future Rutland transit service expansions
- Extend transit to the Airport to reduce transfers
- Strengthen the active transportation network by leveraging existing facilities including John Hindle Drive and the Okanagan Rail Trail



Road Network

Phase 1

1. Close Left Turns, Old Vernon
2. Road, Highway 97
3. Dual Westbound Left Turn Lanes, Airport Way/Highway 97

Phase 2

4. 2-Way Operation, Elson Flyover
5. Upgrade John Hindle/Highway 97 North Roundabout
6. Rutland Road Extension (North)
7. Channelized Eastbound Right Turn, University Way

Phase 3

8. Airport Way Grade Separation, North Facing Ramps
9. Rutland Road Extension (South)
10. Upgrade Innovation Way / University Way Roundabout
11. Remove Signal/Remove Left Turns, University West/Hwy. 97
12. Hollywood Road North

Phase 4

13. Airport Way Grade Interchange, South Facing Ramps

Active Transportation Network

Phase 1

14. Formalized and Lighted Guard Ridge / UBCO Pathway
15. Sidewalk, South Side of Airport Way
16. Sidewalk, South Side Innovation Way

Phase 2

17. Shoulders / Bike Lanes, Bulman Road

Phase 3

18. Sidewalks, Soxsmith Road - Rail Trail to Highway 97

Kelowna – East, RDCO East

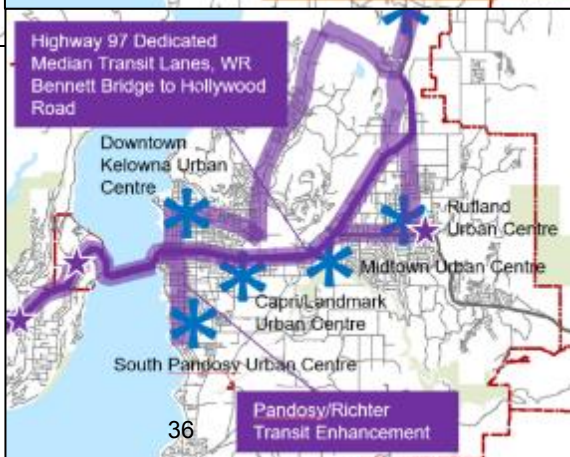


- Increased transit frequency
- Transit supportive land use along Glenmore and Hollywood Road North
- Rural RDCO On-Demand Transit
- Highway 33 ongoing maintenance and safety upgrades

Kelowna - West



- Local transit network reorganization
- Transit supportive land use on Highway 97

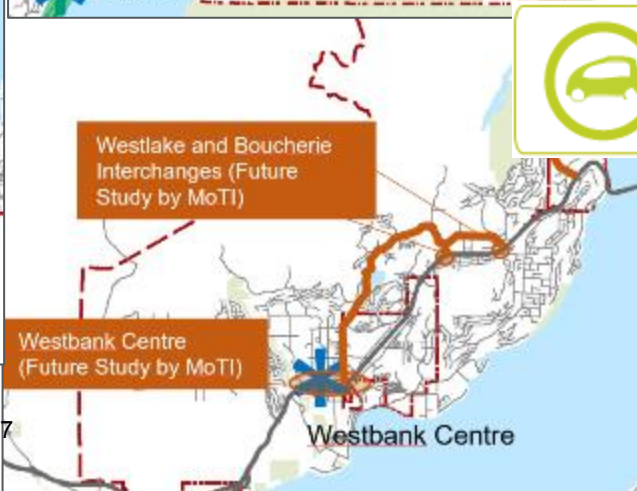


West Kelowna, WFN, RDCO West, Peachland

- Town centre land use intensification
- Highway 97 Park and Ride
- On-Demand Transit
- RapidBus Extension to Peachland as ridership warrants



- Westside Road ongoing safety upgrades and maintenance





Draft Regional Bicycling and Trails Master Plan

Draft Regional Bicycling and Trails Master Plan (RBTMP)

Plan Objectives:



Update the 2012
Central Okanagan
Regional Active
Transportation Master
Plan



Continue the
unified vision for
a future regional
bicycle network



Align with the
Regional
Transportation
Plan and support
the Disruptive
Mobility Strategy

Plan Goals



- Increase the bicycling mode share across the region;



- Reduce GHG emissions and other environmental impacts produced by the transportation sector;

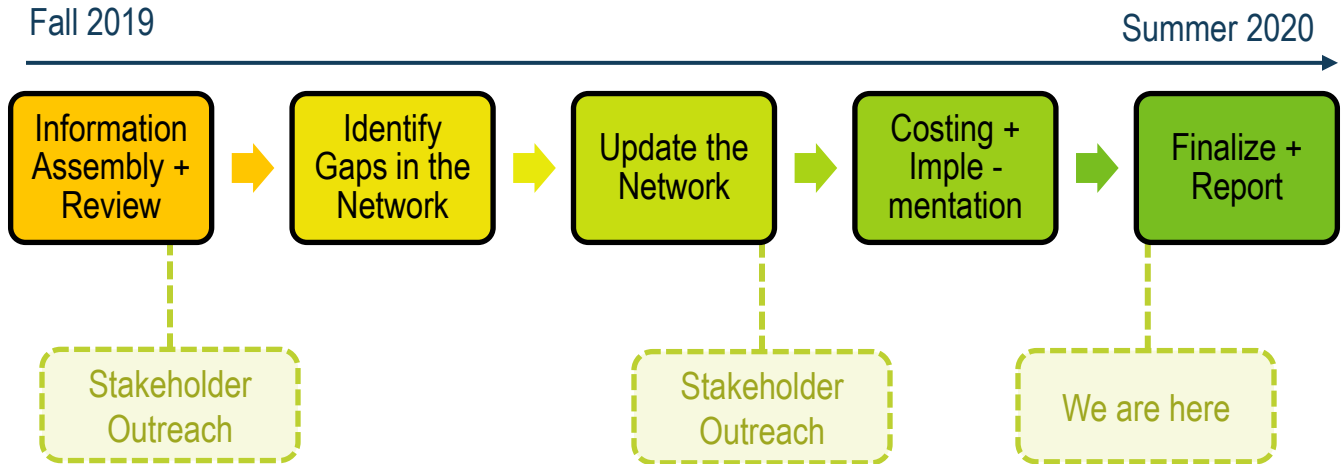


- Reduce collision and injury rates involving vulnerable road users; and



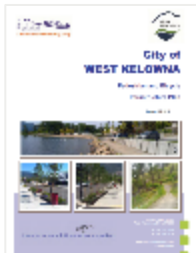
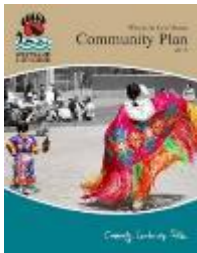
- Increase the sustainable and affordable transportation options available to all who live, work, and play in the Central Okanagan region.

RBTMP Process



Assemble, Review, and Confirm

- Review local plans
- Review design guidance
- Interviews with local representatives
- Collect and update network data



Updating the Network: Guiding Principles

- Provide direct connections
- Provide facilities that serve:
 - People of all ages and abilities
 - Utilitarian and commuter trips
 - Longer regional trips
 - Design speeds of 20 to 30 km/h
- Improve safety and comfort
- Provide consistent design guidelines



Updating the Network: Design Guidance

Neighbourhood Street Bikeway



Protected Bike Lane



Two-way Protected Bike Lane



Multi-Use Path



Bike Path



Bike Lane



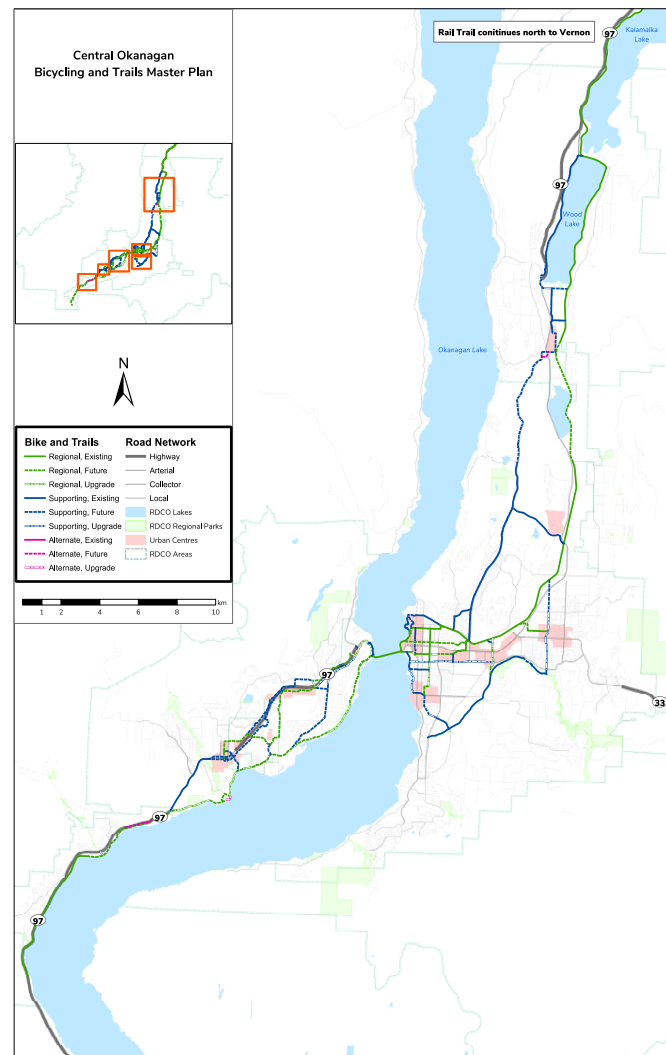
Bike Accessible Shoulders



“AAA” indicates All Ages and Abilities facility

Updating the Network: Route Hierarchy

- Network made up of a Primary Spine (AAA) and Secondary Connectors



Proposed Network

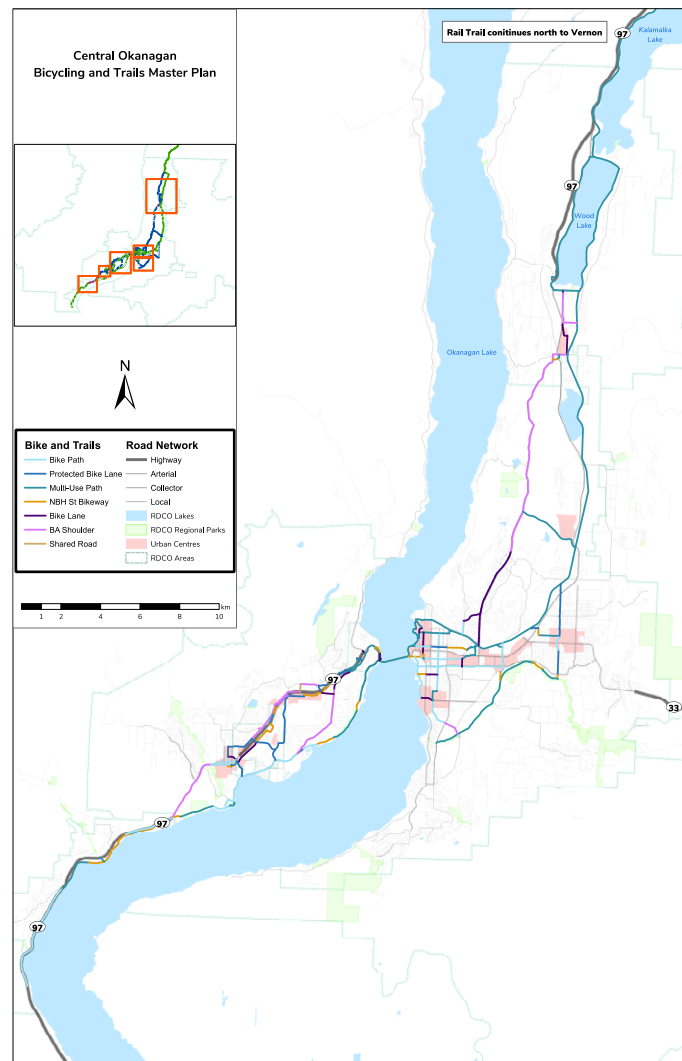
- Total network = 193 km
- 87 km exists today
- 105 km to be realized (new or upgraded facilities)

| Facility Type | Peachland (m) | West Kelowna (m) | WFN (m) | Kelowna (m) | Lake Country (m) | Total (m) |
|--------------------|------------------|------------------------|---------------|----------------|------------------------|----------------|
| Existing | 2,096 | 3,405 | 1,406 | 53,948 | 25,848 | 86,704 |
| New or Upgrade (m) | 11,311 | 36,666 | 16,226 | 36,146 | 5,325 | 105,674 |
| Total (m) | 13,407 | 40,071 | 17,632 | 90,094 | 31,173 | 192,376 |

Proposed Network

Network by facility types:

- 134 km of fully separated facilities
- 59 km of shared facilities



Costs

- Cost estimates include 50% contingency
- Est. \$70M to complete the network
 - \$48M for Primary Spine
 - \$22M for Supporting Connectors
- Implementation
 - Recognizes that costs exceeds local funding capabilities and requires support from senior levels of government

NATIONAL POST

Feds unveil new COVID-19 stream for provincial infrastructure program

“Projects to help people find ways to get outside safely will also be a priority, such as new or better paths, bike lanes, and nature trails.”

Source: <https://nationalpost.com/pmnn/news-pmn/canada-news-pmn/feds-unveil-new-covid-19-stream-for-provincial-infrastructure-program>

- Pelmewash Parkway Rail Trail Connector



■ Closing the Okanagan Rail Trail Gap



- Dilworth Connection



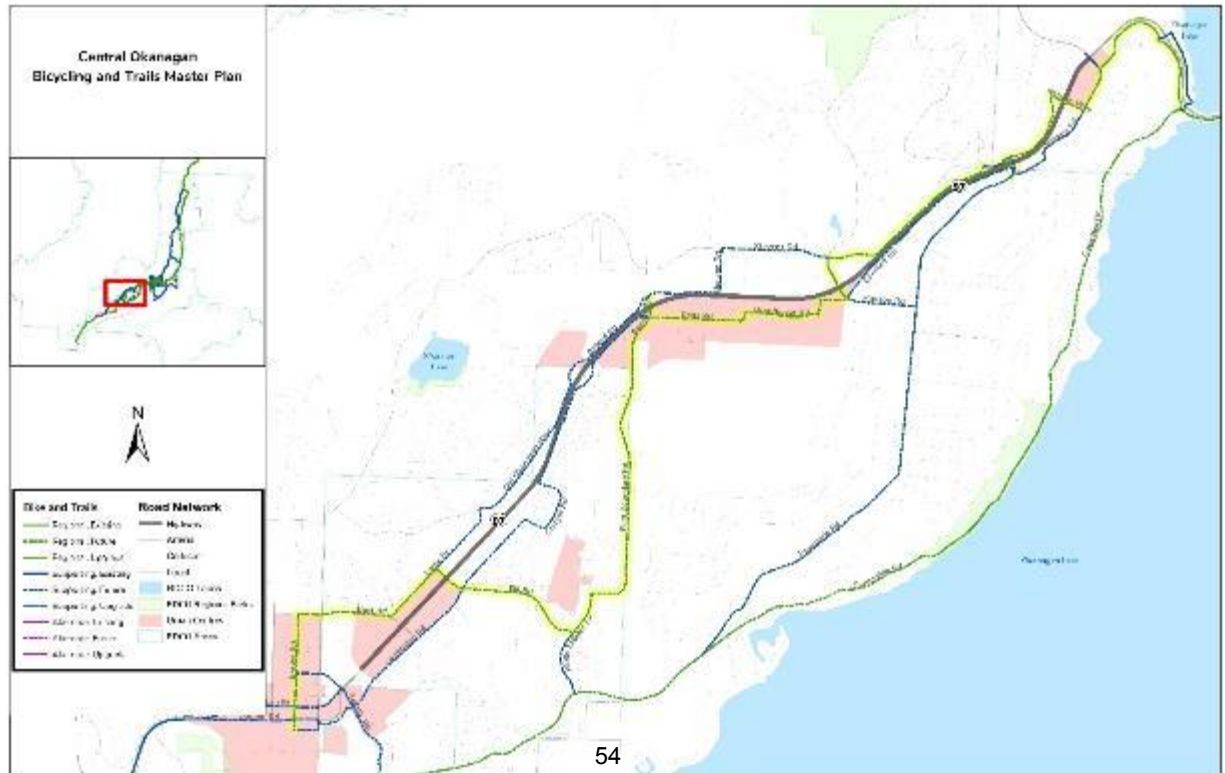
Highest Priority Projects

Westside Trail



Highest Priority Projects

- Highway 97 Parallel Route



Supporting Implementation Requirements

- Protecting ROW
- Funding
- End of Trip Facilities
- Highway Crossings
- Operations and Maintenance
- Education and Promotion
- Monitoring and Evaluation

2019 Bike to School Week Results



Realizing this Plan

- Alignment across all levels of planning
- Collectively engage senior levels of government for funding
- Collaborate to monitor and report



Draft Regional Disruptive Mobility Strategy

What is Disruptive Mobility?

Disruption - innovation that creates a new market and eventually “disrupts” and displaces existing markets

“Disruptive mobility” refers to changes in transportation technologies that will fundamentally change how people get around in the future.



What does the disruptive mobility strategy aim to deliver?

- This document shines a light on
 - New technologies and distribution models for transportation
 - Transportation system adaptation
- Toolkit for each jurisdiction to identify the strategies and tactics best suited for their community.



Disruptive Mobility Themes

Connected

Self-driving

Shared

Electric

+ *Funding and Growth*



Disruptive Mobility Theme

Connected:

Everyday devices that can connect to the internet and communicate with each other has increased rapidly.

Currently residents use mobile apps to

- avoid traffic delays
- access real-time transit information
- reserve a carshare, bikeshare or other travel options on demand.

In the future, improved communication between our smart phones, vehicles and infrastructure will increase our:

- access to information
- enhance our ability to choose how to get to where we need to go



Disruptive Mobility Theme

Self-driving:

Our vehicles are likely to become increasingly automated, to the point where a human driver is not required.

Driverless technologies will enable changes in the demands that cars place on our cities.

We will need to adapt how we manage our streets as challenges arise.



Disruptive Mobility Theme

Shared:

Vehicles that are used to accommodate multiple people's travel throughout the day are deemed 'shared.'

We share buses, cars, and bikes through transit, taxis, carshare, and bikeshare networks.

Shared vehicles have the potential to:

- Eliminate the cost of car ownership
- Make it easier to shift between different travel modes



Disruptive Mobility Theme

Electric:

The price of batteries is dropping, and their storage capacity is increasing.

Electric vehicles are already on our streets today, including electric and hybrid cars, e-bikes and other small electric vehicles.

Transportation is the largest emissions contributor in the Central Okanagan and shifting to electric will be one part of the solution in curbing our environmental footprint.



Disruptive Mobility Theme

Funding and Growth:

- Stable funding for transportation
- Resilience to workforce changes as a result of disruptive mobility



Tactical Action Format

2.2 Support legislative efforts to ensure that self-driving vehicles operate safely

Develop recommendations for the Province on potential approaches to testing, licensing, and regulating private and shared self-driving vehicles to ensure the safe operation of such vehicles in Kelowna.

Action Initiator

Regional

Additional Participants

Local government

Related Actions

2.1, 2.3, 2.4, 2.6

2.2 {Indexed number}

Tactical Action Name

Description of tactical action

Action Initiator

Lead government agency

Additional Participants

Other agencies or key stakeholders

Related Actions

2.1, 2.3, 2.4, 2.6 {Indexed numbers for tactical action related to this one}

Phasing

Flexibility due to different technologies being deployed at different times.

Priority determined by an estimation of value compared to ease of implementation



Next Steps

Next Steps

- Presentations to Councils through June/July (dates subject to change):
 - June 15th, City of Kelowna
 - June 16th, City of West Kelowna
 - June 29th, Westbank First Nation
 - July 7th, District of Lake Country
 - **July 9th, Regional District of Central Okanagan**
 - July 14th, District of Peachland
- Public engagement on the draft Plan is targeted for July/August
- Revised plans to be brought for endorsement in Fall 2020





Governance & Services Committee

TO: Governance and Services Committee

FROM: Todd Cashin
Director of Community Services

DATE: July 9, 2020

SUBJECT: BC Rent Bank (6430-40)

Purpose: To provide an update on the BC Rent Bank program.

Executive Summary:

In December 2018, the Provincial Rental Housing Task Force released 23 recommendations to the premier, including Recommendation #4: provincial funding for rent banks. Rent banks are an established practice in BC for assisting households facing a financial crisis that threatens their housing security and have proven to be an effective homelessness prevention strategy for some populations. The Province has made funding available through a one-time grant to Vancity Community Foundation (VCF), a not-for-profit foundation associated with Vancity Credit Union, to establish local, sustainable, rent banks in BC.

To assist low - to moderate income Central Okanagan renters, there is potential that a rent bank could be established in the Central Okanagan with the funding that has been made available. BC Rent Bank has recently amended the process and approach to the establishment of new rent bank sites.

As part of the recent changes, the Regional District will not be involved in the development of a Central Okanagan Rent Bank.

RECOMMENDATION:

THAT the Governance and Services Committee receive for information the July 9, 2020 BC Rent Bank report from the Director of Community Services.

Respectfully Submitted:


Todd Cashin
Director of Community Services

Approved for Committee's Consideration


Brian Reardon, CAO

Prepared by: Danika Dudzik, Senior Planner

Implications of Recommendation:

| | |
|-----------------|--|
| Strategic Plan: | Receiving the report for information achieves the Regional Board Strategic Priorities 2019-2022 with respect to “Sustainable Communities”. |
| Policy: | Receiving the report for information complies with the Regional Growth Strategy: Our Housing, Our Health, Our Governance. |

Background:

Regional Board Strategic Priorities 2019-2022

RDCO’s strategic priorities, developed by the Regional Board, speak to important goals, services and needs on which the Board wishes to focus the organization’s attention and resources. Sustainable Communities has been identified as a priority:

- We will initiate and support efforts to create a healthy built environment in which all people throughout the region enjoy a high quality of life with access to safe neighbourhoods including a diverse range of housing options.

Regional Growth Strategy

The Regional Growth Strategy, adopted June 23, 2014, is a long-range planning tool that assists the Regional District and member municipalities to plan a coordinated future for their communities, while dealing with regional issues and decisions that cross local political boundaries. Ten regional issues were identified in the RGS, some of these include:

- Our Health
 - Goal: To contribute to the improvement of community health, safety and social wellbeing
- Our Housing
 - Goal: To improve the range of housing types and tenures to meet the social and economic needs of the region
- Our Governance
 - Goal: To respond to the needs of the region with an effective and efficient governance service model

Regional Housing Needs Assessment

Housing is one of the key social determinants of health. People facing barriers to accessing healthy housing are more likely to also struggle with other determinants of health, such as accessing health care services, income, and food security. When housing is improved, the burden of the other determinants is reduced. Project No. 3 of the RGS Priority Projects Plan, the Regional Housing Needs Assessment was completed in 2019.

The Assessment outlines that the Central Okanagan is experiencing unintended consequences of growth – a lack of suitable affordable housing, notably for workforce, family, seniors, and low-income households. Since 2013, the average rental rate in the Central Okanagan has increased by 37% for both one-bedroom and two-bedroom units and by 26% for three-bedroom units.

In the Central Okanagan, couple households earning the median income are able to afford the average rent, while lone parent and single person households experience the greatest challenges in the rental market, often unable to afford the average rent in the RDCO (based on 30% of their gross income). Most single person households would need to spend between 30 to 50% of their monthly income to afford average rental prices in the RDCO, and lone parent families and single persons under the age of 25 do not appear to be able to afford average rental prices even with 50% of their gross income spent on rent. In 2016, Statistics Canada observed 21,700 households, or 27% of private households as renters within the region.

Rent Banks

Rent banks are a homelessness prevention tool that is focused on providing housing stability for low- to moderate-income renters. Rent banks provide financial assistance in the form of repayable loans, to households at risk of eviction for reasons such as non-payment of rent or utilities. Rent banks are intended to support people who are usually able to afford their rent but due to unusual circumstances are put into a position of not having adequate funds for a month. The main goal is to keep housed people from becoming homeless due to an unforeseen life event. Rent banks can also aid with individuals moving between housing, who might need to borrow the funds for a damage deposit to make the move.

As a strategy, a rent bank can be established to achieve its goal in many ways. Other services that may be offered by the host agency include supplemental supports such as referral to a community agency for support, identification of government subsidies, program or benefits, mediation, advocacy, and financial literacy.

BC Rent Bank

Rent banks have played a vital role over the past decade in addressing a housing crisis in BC and operate in Prince George, Kamloops, Abbotsford, Surrey, New Westminster, Richmond, Vancouver, North Vancouver, Sechelt, and Coquitlam. Currently, there are ten rent banks programs operated by organizations in BC. The majority of rent banks in BC are operated by non-profit organizations. While different in their approaches, all are designed to help individuals who are facing challenges paying for their rental housing due to a temporary financial crisis. The establishment of rent banks has occurred through agencies who have seen a need for this service within their communities and responded.

In December 2018, the Provincial Rental Housing Task Force, released 23 recommendations to the premier, including Recommendation #4: provincial funding for rent banks. In response to the recommendation, the Province has made funding available through a one-time grant to Vancity Community Foundation (VCF), a not-for-profit foundation associated with Vancity credit union. The funding is to be used to support existing rent banks and to help establish a province-wide rent bank system. The goal being that regardless of where you live in the province you can be supported to help maintain your housing.

Historically, BC rent banks have relied on sources of funding from municipal governments, private sector (including credit unions), fundraised money, and in-kind contributions, especially of time and administrative support. Currently the Province has made funding available to support the development of a province-wide rent bank system. Administered by Vancity Community Foundation, this pilot project is funded until March 31, 2022.

BC Rent Bank has recently amended the process and approach to the establishment of new rent bank sites. Prior to April 1, 2020, one of the requirements to establish a rent bank was that a lead organization had to be identified. Further, in order for a lead organization to apply to host a rent bank service, a letter of support from local government was required. As part of the recent changes, the Regional District will no longer be involved in the development of a Central Okanagan Rent Bank.

Central Okanagan Rent Bank History

The opportunity to consider a Central Okanagan Rent Bank was identified as a result of City of Kelowna staff researching rent banks. Given the regional nature of the housing market and high-level of integration among Central Okanagan communities, exploring the opportunity at a regional level was brought forward.

In working towards solutions for rents in the province we need local government and stakeholders working together to bring greater understanding to the local housing realities. Local government and First Nation's involvement is critical to the success and sustainability of a rent bank. Some of the most successful rent bank models involve leadership and involvement by local leaders as they provide resources, expertise and leadership to the project.

On December 5, 2019, RDCO and City of Kelowna hosted a BC Rent Bank 101 Workshop for planners from around the Central Okanagan who deal daily with the growing housing concerns in our communities. Rent Bank BC provided a presentation on rent banks, the BC Rent Bank project, and offered tools and resources to help communities start down the path to exploring whether a rent bank would be suitable for the Central Okanagan.

On December 11, 2019, Rent Bank BC provided a presentation to the Regional Growth Strategy Steering Committee. The Committee supported the concept of further exploring a regional approach.

On March 3, 2020, a BC Rent Bank Information Session was collaboratively hosted by the RDCO, EDC and City of Kelowna at the Coast Capri. The workshop provided an overview of rent banks, explored the local need and discussed next steps for establishing a rent bank in the Central Okanagan.

Non-profit organizations were invited to share local knowledge on the need for a local rent bank and to express interest in operating a rent bank in the region. 29 individuals representing various non-profit agencies in the Central Okanagan registered for the event.

At the end of the workshop, 27 exit surveys were completed with the following results:

- 96% of respondents either agreed or strongly agreed that Central Okanagan residents would benefit from a rent bank.
- 93% of respondents either agreed or strongly agreed that a rent bank should be established in the Central Okanagan.

Ten (10) organizations had expressed potential interest in receiving an expression of interest for hosting a Central Okanagan Rent Bank. As BC Rent Bank has been amending the program, staff have been providing updates to these organizations over the last several months.

On March 12, 2020, Melissa Giles with BC Rent Bank provided an overview of the BC Rent Bank program to the Governance and Services Committee. Regional District staff provided a summary of the opportunity for a rent bank service at a regional level.

Establishing a Rent Bank

BC Rent Bank has learned many valuable lessons during their first year of operation, and specifically, during the COVID pandemic. The information and experiences have been influential to their approach and understanding of the expansion of services that are anticipated will ultimately serve the development of a provincial rent bank system. BC Rent Bank has recently launched the 2020-2021 BC Rent Bank Expansion Process.

As of June 8, 2020, BC Rent Bank announced a call for an Expression of Interest (EOI) from communities across BC interested in joining the BC Rent Bank Network. This EOI is the first phase of a two-phase expansion process that will identify and begin operations of four (4) new rent bank sites across BC by March 2021. Submissions are being accepted by BC Rent Bank until July 3, 2020. Within the amended process, letters of support are not required for an organization to respond to BC Rent Bank's EOI.

Further to the EOI process, four (4) groups will be invited to participate in the second phase which is the Full Proposal submission to assess the Lead Agency's readiness to successfully open and operate a rent bank. The proposal will include more detailed information around the Lead Agency's capacity to open and operate a rent bank, and this will include letters of support from partners.

All rent banks are different in their approaches, supplemental services and models. It will be the responsibility of the organization to develop a model based on promising practices, local community context, partnerships, capacity, funding, and the development of decision-making protocols. There are many resources available to assist an interested organization in with the development a rent bank program including a BC Rent Bank Toolkit and Workbook.

BC Rent Bank requires applicants to demonstrate community investment and support that will work to ensure long-term sustainability and potential partners that are willing to be part of a larger network of rent bank providers in the province.

BC Rent Bank would provide seed funding, ongoing support, mentorship and operational guidance to host agency, quarterly connects, and a professional network. Rent bank forums have occurred several times in BC which provide an opportunity for service providers to gather together to discuss promising practices, commonly faced challenges, and share resources.

Organizational Issues:

Lead Agencies are expected to collaborate with local government, not-for-profits, the development community, the business sector, and other investment partners in helping to create a sustainable rent bank. If a Lead Agency has been selected from the Central Okanagan, local government staff would have limited involvement regarding the implementation of a rent bank.



Governance & Services Committee

TO: Governance and Services Committee

FROM: Todd Cashin
Director of Community Services

DATE: July 9, 2020

SUBJECT: Regional Agricultural Compliance and Enforcement Strategy

Purpose: To update the Governance & Services Committee on the Regional Agricultural Compliance and Enforcement Strategy.

Executive Summary:

The Central Okanagan has strong agricultural roots and this sector has been important in defining the region and its growth pattern. With changes in population, pressures of development, increased climate impacts, and water pressures, these changes have raised more awareness of the importance of farmland. Over the last number of years, staff has become aware of a significant increase in the misuse of farmland. In response, staff is working towards a comprehensive compliance and enforcement strategy that is aimed at consistency, effectiveness, and fairness throughout the Central Okanagan.

This Regional Agricultural Compliance and Enforcement Strategy will outline the Region's approach to its compliance goals, ranging from assisting property owners in understanding their obligations to comply with legislative requirements on farmland, and extends to monitoring compliance, performing inspection activities, and communicating the message that farmland is to be used for farming.

RECOMMENDATION:

THAT the Governance & Services Committee receive for information the Regional Agricultural Compliance and Enforcement Strategy report dated July 9, 2020.

Respectfully Submitted:

A handwritten signature in black ink, appearing to read "Todd Cashin".

Todd Cashin
Director of Community Services

Approved for Committee's Consideration

A handwritten signature in black ink, appearing to read "Brian Reardon".

Brian Reardon, CAO

Prepared by: Brittany Lange, Environmental Planner

Implications of Recommendation:

| | |
|-----------------|--|
| Strategic Plan: | Receiving the report aligns with the Regional Board's Strategic Priority "Sustainable Communities" by expanding the Regional Planning Lab initiative to identify common needs and opportunities for collaboration. |
| Policy: | Receiving the report is in keeping with several of the Regional Growth Strategy Bylaw No. 1336 policies. |

Background:

In June 2019, staff provided the Governance and Services Committee with an introduction to the Regional Agricultural Compliance and Enforcement Strategy. The identified purpose of this strategy is to protect farmland through the promotion of sustainable agricultural practices, and to increase food security in the Central Okanagan. More specifically, members of the Regional Planning Lab have expressed their concerns about agricultural issues in the Central Okanagan, and agreed to move forward with the creation of a collaborative Compliance Project.

Furthermore, in October 2019, staff provided an update to the Governance and Services Committee that identified the project framework and key issue areas within the Central Okanagan. Since then, project members continue to work together to collectively problem solve through shared learning and taking proactive measures to promote food security, and thereby protect farmland for generations to come. This collaborative approach will reduce duplication, facilitate efficiencies, and encourage consistent enforcement across the region. The goal is to form new connections, increase communication, strengthen relationships that have already been formed, and ensure that farmland is used primarily for farming.

Project Deliverables and Responsibilities:

The role of the RDCO is to administer and support the Project by:

- Increasing communication between stakeholders (i.e. local government and staff at the Agricultural Land Commission);
- Developing a collaborative system for addressing agricultural issues; and,
- Building public awareness on the importance of protecting the ALR and best practices on farmland.

The Role of Project Partners:

Project partners include staff from RDCO incorporated municipalities (City of Kelowna, City of West Kelowna, District of Peachland, and District of Lake Country), Westbank First Nation, the District of Summerland, Agricultural Land Commission (ALC), B.C. Assessment, Interior Health Authority, and the Ministry of Agriculture.

All Project Partners are expected to participate in the Regional Agricultural Compliance and Enforcement Strategy through in-kind staff support. Project partners are responsible for:

- Attending meetings to share ideas, concerns, problems, and success stories;
- Contribute to the sharing of information and dialogue between other partners; and,
- Promote safe and sustainable farming practices within the ALR and communicate this to the public and our shared communities.

Feedback from Regional Partners

Following the initial meeting with Project Partners held on July 31, 2019, RDCO Planning staff conducted a survey to identify key issue areas and identify helpful tools to take action on compliance issues. Out of 16 partners, 13 participated in the exit survey following the meeting. Below is a brief summary of the survey results:

- 99% of participants believe the project to be meaningful to the Central Okanagan;
- The top three issues were identified as:
 1. The deposition of fill;
 2. Large structural footprints and production facilities; and,
 3. Storage of vehicles and equipment.
- The top three issue areas were identified as:
 1. The community of Ellison;
 2. West Kelowna Wine Trail; and,
 3. Southeast Kelowna Wine Trail.
- The top three tools identified as being helpful to partnering jurisdictions includes:
 1. Better collaboration and engagement with ALC staff;
 2. Developing an educational campaign to inform landowners (e.g. brochures, bulletins, news releases); and,
 3. Exploring a Memorandum of Understanding (MOU) between project partners and the ALC.

Technical Stakeholder Workshop

Given the survey results, it was identified that one of the main topics of concern is the placement of fill, illegal dumping, and the transition of soils impacting farmland in the ALR. As such, staff held a technical stakeholder workshop in November 2019 which included presentations from soil experts at Ministry of Environment and the Agricultural Land Commission. The meeting was well attended by project partners and included discussion on common issues, application processes through the ALC, and future approaches to compliance and enforcement.

Furthermore, RDCO staff continue to share information on the project broadly with regional partners and the public through the Regional Planning Lab bulletin posted on the RDCO website.

Regional Growth Strategy

This project is supported through several of the policies of the Regional Growth Strategy Bylaw No. 1336, including:

- Preserve and support sustainable agricultural activities and land base that enhances local agriculture through the strengthening of best practices, support of local and regional food systems and the expansion of local food markets and agri-tourism.
- Encourage cooperation with the Agricultural Land Commission and the Ministry of Agriculture to promote consistency among bylaws, policies, regulations, and decisions that will be made regarding agriculture.

- Promote the use of agriculture and ALR lands for food production and ancillary agriculture processing and retailing consistent with uses outlined in the Agricultural Land Commission Act and Regulation.
- Protect the supply of agricultural land and promote agricultural viability.
- Support opportunities for regional partners to collaborate, communicate and coordinate on matters of regional significance.
- Encourage collaboration among the regional partners on long range land use, infrastructure and financial planning based upon projected growth, emerging priorities and the anticipated needs of communities.

Financial Considerations:

The RDCO received a \$15,000.00 grant as part of the Community Food Action Initiative in cooperation with Interior Health Authority (IHA) for the Regional Agricultural Compliance and Enforcement Strategy. This funding has been essential to the success of the project by supporting Regional District staff in administering and collaborating with regional partners. Final deliverables for this funding has now been completed.

Furthermore, Community Services staff has budgeted \$5,000.00 in the 2020 Regional Planning budget for continued implementation of the project beyond the IHA funding period in anticipation for the Regional Agricultural Strategy scheduled to be completed in 2021.

Conclusion:

RDCO staff and regional partners will continue to collaborate in an effort to build momentum with this project. Staff intend to host a virtual meeting in August 2020 to discuss the issue of production facilities and commercial businesses in the ALR. Furthermore, a portion of the Planning Services Summer Student work plan has dedicated time to create information bulletins on the importance of farmland and clarification of ALR regulations as well as work to complete a desktop review of non-farm activities occurring in the Ellison Area on farmland.

Considerations not applicable to this report:

- Organizational
- External
- Alternative Recommendation

Attachment(s):

- Survey Results
- Fall 2019 Planning Lab Bulletin

Regional Agricultural Compliance and Enforcement Strategy: Summary of Survey Results

1. How useful was the initial meeting on July 31, 2019 for the Regional Agricultural Compliance and Enforcement Strategy?
 - 59% of respondents found the meeting was very useful
 - 41% of respondents found the meeting was useful
 - Comments: more time to discuss individual communities issues
2. What are the top three issues impacting agricultural land in your jurisdiction?
 - #1 Deposition of fill (70%)
 - #2 Large footprint of production facilities, warehouses, and structures (46%)
 - #3 Storage of items such as vehicles, equipment, and scrap metals (46%)
 - #4 Multiple dwellings (39%)
 - #5 Illegal businesses (31%)
 - #6 Agri-tourism / non-farm uses (<8%)
 - Other: changes to ALC regulations unclear, minimal farming needed to obtain farm classification
3. What is the best way to communicate with the rest of the group regarding Central Okanagan agricultural issues, templates, success stories, etc.?
 - #1 In-person meetings (92%)
 - #2 E-mail list (62%)
 - #3 Communal webpage, conference calls (<23%)
4. What are the high priority areas requiring enforcement and compliance (specific neighbourhoods or communities) in your jurisdiction?
 - West Kelowna Wine Trail
 - Southeast Kelowna Wine Trail
 - Ellison (mentioned multiple times)
5. What tools would be helpful for you?
 - #1 Better collaboration and engagement with ALC staff (85%)
 - #2 An educational brochure to inform landowners of best practices on agricultural land (62%)
 - #3 An MOU between jurisdictions and the ALC (54%)
 - #4 A framework for the strategy (46%) – *completed*
 - #5 Funding sources and more collaboration/coordination from the RDCO (<20%)
6. How often would you like to see a regional collaborative meeting?
 - #1 Every 3 months (46%)
 - #2 Every 6 months (31%)
 - #3 Every 1-4 months (<16%)

7. What is the best way to inform the public in the Central Okanagan regarding the Agricultural Strategy?
 - #1 Create and share bulletins and educational materials (85%)
 - #2 News releases (46%)
 - #3 Host public meetings and/or attend community events (<23%)
8. How meaningful do you believe this strategy is to the Central Okanagan?
 - 77% of participants believe this strategy is very meaningful
 - 23% of participants believe this strategy is somewhat meaningful
9. Would your organization consider committing some staff time (in-kind) to assist with implementing the strategy and attending regional meetings?
 - 100% of respondents will consider committing in-kind staff time



Regional Planning 2019 Fall Bulletin

Regional Planning Lab

The Regional Planning Lab is a forum for those located around the region to work together on common issues. This initiative is implementing Priority Project No. 2 of the Regional Growth Strategy Priority Projects Plan.

A Regional Planning Lab took place during spring 2019 to discuss land use compliance within the Agricultural Land Reserve (ALR). This topic links to the Regional Growth Strategy issue area, Our Food, which contains policies to support the goal of a regional food system that is healthy, resilient, and sustainable.



During the Lab, it was discovered that jurisdictions throughout the Central Okanagan are struggling with a multitude of similar agricultural compliance issues.

The Regional Growth Strategy (RGS) is a long-range planning tool to help regional districts and local governments plan a coordinated future for their communities while dealing with regional issues and decisions that cross local political boundaries.

Examples of uses negatively impacting farmland include:

- depositing fill;
- vehicle and equipment storage; and,
- large structural footprints and production facilities.

As such, members of the Regional Planning Lab agreed to move forward with the creation of a collaborative compliance project.

Regional Agricultural Compliance and Enforcement Strategy

The purpose of this strategy is to protect farmland through the promotion of sustainable agricultural practices and to increase food security in the Central Okanagan.

The role of the RDCO is to administer and support the project by offering assistance to further engage with the agricultural community. This includes staff from the District of Peachland, City of West Kelowna, Westbank First Nation, City of Kelowna, District of Lake Country, and the District of Summerland, in collaboration with the Agricultural Land Commission, B.C. Assessment, Interior Health Authority, and Ministry of Agriculture.

Potential actions include:

- Increasing communication between stakeholders;
- Developing a collaborative system for addressing agricultural issues within individual jurisdictions;
- Developing a regional Memorandum of Understanding; and,
- Building public awareness on the importance of protecting the ALR.

Partial funding to initiate the project has been provided as part of the Community Food Action Initiative in cooperation with Interior Health Authority.

Regional Growth Strategy Monitoring Program

Provincial legislation requires that once a RGS is adopted, on-going monitoring must be established to assess implementation and measure progress being made towards the stated objectives.

In order to meet legislative requirements for monitoring, the State of the Basin Report 2016 was used as an interim program. This Report was an inter-regional initiative between the three Regional Districts in the valley to develop a monitoring and evaluation framework intended to track progress on matters important to the Okanagan valley as a whole.

Although a strong base for the project was developed through the inter-regional initiative, a specific RDCO monitoring program will help identify areas where RGS goals and policies are successful, where more work needs to be done, or where adjustments and adaptations to current initiatives need to be made.

The RDCO RGS Monitoring Program was endorsed by the Regional Board on October 10, 2019, and consists of two components:

1. A framework for monitoring impact on RGS goals consisting of 22 measures across the 10 RGS Issue Areas; and

2. A process for tracking Implementation, both of actionable policies identified in the RGS, as well as other regional and local initiatives that may contribute to the achievement of RGS goals.

The project used a collaborative process that involved RDCO staff, the Regional Growth Strategy Steering Committee, and various other regional partners and organizations, such as the Okanagan Basin Water Board, Central Okanagan Economic Development Commission, Sustainable Transportation Partnership of the Central Okanagan, and Interior Health Authority.

Contact Us

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Governance & Services Committee

TO: Governance and Services Committee

FROM: Todd Cashin
Director of Community Services

DATE: July 9, 2020

SUBJECT: Bylaw Enforcement Policy

Purpose: To provide information on the need for policy governing bylaw enforcement issues and procedures.

Executive Summary:

The Regional District currently does not have a formal Board policy on addressing bylaw complaints. The current approach to addressing bylaw enforcement issues is led by an informal bylaw enforcement procedure which is primarily complaint-based and does not necessarily provide enough direction to staff on different situations which may occur.

Further, Regional District does not have the resources available to proactively monitor all areas of the Central Okanagan to confirm compliance with all bylaws and therefore cannot take enforcement action with respect to every contravention of a bylaw that may occur.

Staff is recommending that a formal policy be created to ensure that effective enforcement is based on public safety, consistency, fairness and available resources.

RECOMMENDATION:

THAT the Governance and Services Committee receive for information the Director of Community Services July 9, 2020 report on the need for a formal Bylaw Enforcement Policy .

Respectfully Submitted:


Todd Cashin
Director of Community Services

Approved for Board's Consideration



Brian Reardon, CAO

Implications of Recommendation:

| | |
|-----------------|--|
| Strategic Plan: | Receiving the report for information achieves the Regional Board Strategic Priorities 2019-2022 with respect to “Sustainable Communities”. |
| Policy: | Receiving the report for information complies with the Regional Growth Strategy: Our Health and Our Governance. |

Regional Board Policy:Regional Board Strategic Priorities 2019-2022

RDCO’s strategic priorities, developed by the Regional Board, speak to important goals, services and needs on which the Board wishes to focus the organization’s attention and resources.

Sustainable Communities has been identified as a priority:

- We will initiate and support efforts to create a healthy built environment in which all people throughout the region enjoy a high quality of life with access to safe neighbourhoods including a diverse range of housing options.

Regional Growth Strategy

The Regional Growth Strategy is a long-range planning tool that assists with a coordinated future for our communities, while dealing with regional issues and decisions that cross local political boundaries. Ten regional issues were identified in the RGS, some of which include:

- Our Health
 - Goal: To contribute to the improvement of community health, safety and social well-being.
- Our Governance
 - Goal: To respond to the needs of the region with an effective and efficient governance service model.

Background:

The RDCO currently operates under an informal bylaw enforcement procedure. The Regional District does not have the resources to proactively monitor all areas of the Central Okanagan to confirm compliance with all applicable bylaws and therefore cannot take enforcement action with respect to every contravention of a bylaw that may occur within its jurisdiction.

Given this, staff is recommending that a formal policy be created to ensure that effective enforcement is based on public safety, consistency, fairness and available resources.

A formal policy would:

- set the criteria for assessing, triaging and prioritizing valid complaints;
- establish standards for confidentiality, investigative processes, compliance and enforcement to ensure similar files are treated in a similar way;
- avoid arbitrary or inconsistent decisions;

- encourage voluntary compliance and standardize compliance agreements;
- provide staff with guidance on, and limits to, exercising discretion; and
- provide the public with clarity and details on how and why enforcement decisions have been made.

Further, a formal policy will also assist in educating the public with the principles of being a good neighbour and also provide transparency on how bylaw enforcement is handled from the time a complaint is made through to the outcome of the issue.

Finally, demonstrating a commitment to administrative fairness increases the public's confidence in our enforcement program and will also give the Regional Board confidence that the public is being treated fairly.

The B.C. Ombudsperson released a guide in 2016 aimed at improving the fairness of local government bylaw enforcement programs “**Bylaw Enforcement: Best Practices Guide for Local Governments**”. *The guide is to help municipal officials review and revise bylaw enforcement programs to support fair treatment, save money and inspire public confidence. Whether it's animal control, noise complaints, unsightly premises, building permits – or any other area covered under a bylaw – this report provides a path to fairness. Too often bylaw enforcement can result in unnecessary conflict, unfairness and frustration*”.

Since 2016, various local governments have developed formal bylaw enforcement policies and staff will undertake a review of these while developing a formal policy for the Regional District.

External Implications:

Adopting bylaw enforcement practices that are based on administrative fairness principles will assist the RDCO with building stronger community relationships.

Financial Considerations:

Adopting bylaw enforcement practices that are based on administrative fairness principles will assist the RDCO in reducing the number of complaints received, resolve issues more quickly and effectively, thus saving time and money.

Legal Considerations:

The RDCO has no duty to take enforcement action for each bylaw contravention that may occur. However, discretion is exercised by RDCO staff on a case by case basis and standardizing processes will assist in reducing conflict and potential legal matters.

Considerations not applicable to this report:

- *General*
- *Alternative Recommendation*