



### Housing Affordability & Availability Key Findings:

- The percent of people in core housing need has remained the same (12%) but that number is on the rise, increasing by 195, in part, due to population growth.
- Housing availability is declining, since 2010 there have been steadily fewer homes available for sale and rent.
- Housing Diversity is slowly improving- we have seen an increase in the total number of apartment units that have been built from 5 years ago. All six member municipalities and the electoral areas have seen a rise in their diversity index rating.

### Proposed New Strategies

Insert as H-1.5:	<u>Assist municipalities in developing Housing Needs Assessments by providing analysis on regional demographics, household characteristics including income, significant economic sectors and market conditions, and work with municipalities to review and refine municipal housing priorities, policies and future demand estimates in the context of this analysis.</u>
Insert as H-1.6:	<u>Monitor and report on the success of regional and municipal Housing Needs Assessments in accommodating regional housing demand estimates.</u>
Insert as H-1.7	<u>As a collective, work with member municipalities and electoral areas in the preparation of Housing Needs Reports, as required by the province, as well as to:</u> <ul style="list-style-type: none"> <li>• <u>Identify implementation measures within the jurisdiction and financial capabilities of municipalities;</u></li> <li>• <u>Encourage an increase in the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock; and</u></li> <li>• <u>Identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum.</u></li> </ul>
Insert as H-1.8	<u>Explore further opportunities for mobile homes, secondary suites and detached accessory suites as affordable housing options in our rural areas.</u>

### Existing Strategies Revised

Revise existing H-1.5	Work cooperatively with the development community, <u>community groups, non-profits, and BC Housing</u> to provide affordable, <u>quality</u> housing options.
Revise existing H-1.6	Encourage energy efficient retrofits of older buildings, including both residential and commercial buildings <u>and promote renovation and reuse of materials that minimizes construction waste generation.</u>
Revise existing H-1.8	Encourage the use of local materials and green building techniques in new and retrofitted developments <u>and support the development community in preparing for implementation of the BC Step Code.</u>





Active Transportation Infrastructure and Transit Key Findings:

- The City of Vernon has made significant investments in its active transportation infrastructure over the last 15 years however the rural communities have not been in a position to do the same. Infrastructure such as sidewalks, bike lanes and trails are key in encouraging people to get out of their cars and walk or bike to work.
- In terms of transit ridership we have seen an increase in use, but largely amongst UBCO students and riders within Vernon and Coldstream. Ridership within the rest of the North Okanagan has gone down.

TI-1.1 revised to	Coordinate local transportation network planning across jurisdictions to assist in regional transportation planning and corridor management <u>which improves connectivity, reduces greenhouse gas emissions and provides for emergency egress e.g. an all-weather road to link the Village of Lumby with Silver Star Village.</u>
Insert as TI-1.2	<u>Rail transportation corridors, if no longer required, shall be considered for preservation as future mobility corridors, which includes cycle routes, trails, and other active transportation uses and other forms of mass transit that may be viable in the future. e.g. Okanagan Rail Trail and Sicamous to Armstrong Rail Trail.</u>
TI-2.3 revised to	Encourage, where feasible, rural transportation options that are reflective of the unique needs and challenges of our rural and unincorporated communities <u>e.g. ride sharing.</u>
TI-2.4 revised to	Support the development of initiatives that reduce transportation greenhouse gas emissions <u>by using a variety of techniques and methods that are within the jurisdiction of local governments, such as a network of electric vehicle infrastructure.</u>
TI-2.7 revised to	<u>Encourage member municipalities and electoral areas to integrate</u> transportation and land use planning within Official Community Plans to ensure that, where feasible and appropriate, communities: <ul style="list-style-type: none"> <li>• Improve access to housing, jobs, <u>schools, child care facilities</u> and services by walking, cycling and public transport;</li> <li>• <u>Improve access of pedestrian and bicycle networks to transit networks, which will increase transit ridership in the future;</u></li> <li>• Increase the choice of available transportation <del>and</del> <u>options to</u> <del>reducing</del> dependence on cars;</li> <li>• Reduce travel demand including the number of single occupant vehicle (SOV) trips generated by development and the distances travelled;</li> <li>• Support the efficient and viable operation of public transport services; and provide for the efficient movement of freight.</li> </ul>
Insert as TI-2.2	<u>Work with BC Transit, member municipalities and electoral areas on the implementation of the Transit Futures Plan and the goal of creating a transit system which:</u> <ul style="list-style-type: none"> <li>• is an attractive alternative to the private vehicle;</li> <li>• complements the goal of compact and complete communities;</li> <li>• aids in reducing environmental impacts;</li> <li>• is efficient; and</li> <li>• is integrated with other land use and transportation plans.</li> </ul>





Economic Development Key Findings:

- There has been an increase in employment growth between 2011 to 2016 of 3% this is a significant improvement over the previous timeframe whereas in 2006-2011 employment growth experienced a 1.6% decline.
- Range of Employment is distributed across a number of sectors however the majority of jobs are in 1) Retail Trade 2) Construction 3) Manufacturing
- Household Income continues to be slightly lower than the provincial average by \$6,600 however the RDNO median household income did increase from 2011 to 2016 by \$9700.



<p>Insert as ED-1.4:</p>	<p><u>Support municipalities, first nations and electoral areas in the implementation of the Regional Employment Lands Action Plan to generate employment opportunities and create a more economically resilient and diverse region.</u></p>
<p>Insert as ED-2.2</p>	<p><u>Support and encourage research and development initiatives and training programs in conjunction with UBC Okanagan and Okanagan College, including agriculture, food processing and distribution, water management, manufacturing, technology, waste management and tourism.</u></p>





#### Environment Key Findings:

- Since 2012, particulate matter levels have exceeded the BC Air quality Planning Goals threshold of 6 micrograms/m<sup>3</sup> by between .08 and 3.3 micrograms/m<sup>3</sup>.

Insert as ENV-3.2:	<u>Support public awareness and education around air quality management practices.</u>
Insert as ENV-3.3:	<u>Support pollution prevention using processes, practices, materials and energy in ways that avoid or minimize the creation of pollutants and wastes at the source.</u>





#### Environment Key Findings:

- The region has experienced a minor decrease over the 2007 baseline Greenhouse Gas levels however with a goal of 15% reduction by 2020 our GHG's will need to decrease significantly more.
- Climate change is exposing communities in the North Okanagan to changes in weather patterns and more frequent extreme events. These changes are putting local and regional infrastructure at risk as well as impacting the health of area residents. The North Okanagan has witnessed recent flooding and wildfire events; changing climate hazards have created the need to integrate climate change adaptation into policy, planning, landscape design, and public works maintenance.

Insert as EE/CA- 1.1	<u>Explore partnership opportunities with communities for the development, implementation and monitoring of a Climate Action Plan and consider becoming a FCM-Partner for Climate Protection.</u>
Insert as EE/CA- 1.2	<u>Encourage climate change-adaptive and risk-adaptive infrastructure and utilities in Growth Areas based on the most up-to-date climate projections.</u>
Insert as EE/CA- 1.3	<u>As data becomes available, encourage and support member municipalities and electoral areas to up-date their Floodplain and Unstable Slope Maps.</u>
Insert as EE/CA- 1.4	<u>Encourage developments and projects which will provide for a low-carbon built form that supports efficient energy use, the reuse of building materials, the provision of clean and renewable district energy, active transportation modes, transit service, and low/zero emission vehicles.</u>
Insert as EE/CA- 1.6	<u>Support climate change adaptation, resiliency and the mitigation of greenhouse gas emissions in existing and proposed activities and development.</u>
Insert as EE/CA- 1.7	<u>Support public awareness and education on climate change and its current and likely potential impacts in the region.</u>
Revise existing ENV-3.3:	Encourage energy efficient retrofits of older buildings, including both residential and commercial buildings <u>while encouraging the proper disposal, reuse and or recycling of any waste generated.</u>



The RGS currently contains Growth Area, Future Growth Area and Rural Protection Boundaries which are intended to guide land use planning processes by defining long term rural protection areas and boundaries that are not suitable for urban levels of development.

Since the adoption of the Regional Growth Strategy (RGS) in September 2011, there have been no development proposals or requests by member municipalities that would trigger the need for a Minor or Standard Amendment to the RGS. However, as a result of a court case in 2014 between Metro Vancouver vs the Township of Langley questions have been raised by member municipalities regarding the existing RGS amendment process and local jurisdictions land use autonomy. In that regard, staff have drafted a new Urban Containment/Rural Protection Policy which aims to address the concerns regarding local jurisdictions land use autonomy while still emphasizing one of the key goals of the RGS which is preventing urban sprawl within the region

*UC-2.2-The Board encourages communities to consider amending rural protection boundaries during the RGS 5-Year review process (See UC-2.4) which will take into account the Boundary Review Criteria. The Board respects local jurisdictions' land use autonomy under Part 14 of the Local Government Act to determine land use in the Rural Protection Area while still trying to discourage sprawl. Each local authority will ensure that its' respective Official Community Plan:*

- *Recognizes the Rural Protection Boundary as shown in the RGS;*
- *Identifies any local areas desired for future growth that may infringe upon the Rural Protection Areas;*
- *Addresses, to the extent that is reasonable, the difference between the OCP growth areas and the Rural Protection boundaries of the RGS in the Regional Context Statement as per Section 447 of the Local Government Act.*

*If, through an application process, a municipality successfully removed lands from the ALR and/or are designated for urban scale development, a change to the mapping and designations of the RGS would occur during the 5 year review to reflect that change. It is recommended that any regionally significant changes to the land use designations be referred to the Regional Growth Strategy Support Team for technical review and comment on regional implications and the Board of Directors as per Section 475 of the Local Government Act.*

Section 447 LGA refers to the Content of Regional Context Statement  
Section 475 LGA refers to Consultation during the development of an Official Community Plan





In order to apply a consistent methodology in reviewing both development driven applications and the comprehensive review of properties during the 5-year Growth Boundary Assessment- Proposed Boundary Review Criteria have been developed in consultation with the Regional Growth Strategy Support Team.

#### Proposed Schedule E- Growth Area Boundary Review Criteria:

<b>1. Services Nearby/Available</b> <ul style="list-style-type: none"> <li>Is the parcel or parcels within a viable transit service area? Would the residents' have access via transit, cycling or walking to employment, schools, commercial or amenity locations? (Looking to avoid the creation of car dependent urban areas which bring about new vehicles, increases in demand on road systems and related greenhouse gas emission implications).</li> <li>Would the parcel or parcels result in the need for significant infrastructure up-grades or extension into new areas (i.e. roads, sewer, water, stormwater, schools, school busing, transit services, fire protection, utilities and other supporting infrastructure)?</li> </ul>
<b>2. RGS Policies</b> <ul style="list-style-type: none"> <li>Do the policies of the RGS support the proposed expansion of a Future Growth Boundary?</li> </ul>
<b>3. Soils Classification &amp; ALR Status</b> <p>Lands that are located within the Agricultural Land Reserve may be considered as a Future Growth Area however this review needs to be done in consultation with the <i>ALC's Guide to Bylaw Reviews and Agricultural Land Commission Regulations</i>. The ALC has indicated they would prefer the RDNO consider non-ALR lands for future growth and development, however, should the RDNO determine that all non-ALR lands are unsuitable, or that they are not sufficient to accommodate projected growth pressures, the ALC assumes that the RDNO will then look to ALR lands. At a minimum any identification of ALR lands for consideration as Future Growth Areas should also include:</p> <ul style="list-style-type: none"> <li>Strong and principled land use planning analysis that demonstrates the need to look to ALR lands in the rural protection area as future growth areas;</li> <li>Non ALR lands should be analyzed and a rationale should be provided as to their level of suitability and priority.</li> <li>The review needs to be carried out at the Regional Scale(should not focus on specific land inventory shortfalls within a given political jurisdiction but should look at all types of land uses e.g. residential, commercial, industrial etc. within the region). Clearly identify what the rationale is for these lands to be considered for future growth);</li> <li>Analysis of soil capability;</li> <li>Existing and historical land uses; and</li> <li>The agricultural utility and potential for soil and non-soil-bound agriculture.</li> </ul>
<b>4. Context</b> <ul style="list-style-type: none"> <li>Is the proposed parcel or parcels adjacent to a growth or future growth area i.e. contiguous boundary? (Looking to avoid amendments that would 'leapfrog' into the Rural Protection Area and result in urban sprawl).</li> <li>Would the proposed amendment, if approved, signal that the Rural Protection Area is not stable, and may trigger speculation that such proposed amendments are viable, thereby undermining the integrity and success of this key principle of the RGS.</li> <li>Would the proposed parcel or parcels introduce significant urban residential development and associated traffic adjacent to existing agricultural areas? Would it likely affect current and future farming activity and potentially trigger land use speculation on nearby agricultural properties? <ul style="list-style-type: none"> <li>Residential vs Industrial / Commercial Land development will be reviewed against the Growth Area Boundary Review Criteria, however, industrial and commercial proposals will include an analysis based on the recommendations of the Employment Lands Action Plan- April 26, 2016.</li> </ul> </li> <li>Does the parcel or parcels exist within a historic residential neighbourhood (lots that are already less than 1 ha in size)? Is there the potential for infill that still meets the goals of the RGS? Is there a plan to service these parcels in the near future for environmental or economic reasons? This should include consideration of asset management decisions such as costs associated with: construction; operation; maintenance and replacement of infrastructure services.</li> <li>The surrounding lands need to be taken into consideration during the planning analysis to ensure the containment boundary is robust and will stand the test of increased speculative pressure. Is the proposed boundary constrained or contained by roads or natural features (ravine or river), municipal boundary (what is the constraint to further expansion).</li> </ul>
<b>5. Demonstrated need for the proposed use</b> <ul style="list-style-type: none"> <li>Do existing land use policies and documents for regional / sub regional growth patterns indicate there are current constraints on urban growth and employment lands capacity and therefore justify extending urban growth beyond what currently exists? (Consider OCP's, Employment Lands Action Plan, Community Specific Housing).</li> </ul>

Key to note that all areas proposed for development during the 5-Year Review should be considered as Future Growth Areas (Not a Growth Area). Additionally, existing RGS policy states that once development and servicing begins within Future Growth Areas, then these areas will be considered Growth Areas as defined within the Regional Growth Strategy; no future amendments in this regard are required to the RGS.

