



Briefing Notes

Okanagan Sustainable Prosperity Strategy	The Okanagan Sustainable Prosperity Strategy is a bottom-up, collaborative strategy to ensure that the Okanagan remains economically vital while preserving a high quality of life that has inspired many to move to the region and continues to retain those who live here.
Why Now?	The Okanagan region stands at the proverbial fork in the road where difficult choices must be made. The Okanagan Partnership for Sustainable Prosperity is about taking responsibility for protecting what is important today while setting the stage for enabling what is desired for tomorrow.
Scenarios of the Future (10 Years from Now)	Scenarios of the Future: 2014 Sunshine Eclipse : • Stagnating income, environment worsens, polarization increases • Clusters remain commodity producers • Few technology-based start-ups • Educated people leave • Urban sprawl and congestion spread through the Okanagan • Quality of life deteriorates • Opportunities are lost • Little collaboration between cities 2014 Sustainable Prosperity: • Rising incomes, protected environment, broader inclusion • Clusters move up the value chain and focus on innovation • Universities and research institutes generate significant regional economic development opportunities • Region gains critical mass of innovative capacity • Regional quality of life improves, attracting and retaining skilled labour • Region solves major challenges of land use, preservation of farm land, water and north south transportation • Okanagan becomes a model for economic growth with environmental sustainability and quality of life.
Thinking Regionally and Collaboratively	The Okanagan Sustainable Prosperity Strategy: Our lives generally take place within a geographical region, a zone within which we can commute back and forth each day. Thinking regionally will help all its communities do better in the challenging global marketplace.



A collaborative regional culture enables businesses, governments and organizations to work together, to commit to new ways of doing business and to make investments that will have mutually beneficial pay off.

Focus on Clusters and Flagships

An economic cluster is a high concentration of similar businesses with related products or services, suppliers and supporting 'economic foundations' within a region. For the Okanagan, the following clusters have been identified: aviation, wine and beverage, knowledge services, tourism, value-added agriculture, life science and forestry and value-added wood products.

Flagships are cross-cutting initiatives that are shared concerns from many cluster groups. They are big, broader in focus and often more complex and time consuming to tackle than individual cluster challenges.

Briefing Notes: Regional Planning Flagship - MetroQuest Initiative

Regional Planning Flagship

The Okanagan Regional Planning Flagship's goal is to build the region's first integrated development plan for air, land, water and transport,

This Flagship initiative addresses key environmental and infrastructure areas of concern for the communities and regional district of the entire Okanagan. It is a collaborative effort driven by business, industry, education, community leaders and First Nations in cooperation with all levels of government.

Water use and quality decisions, **air** quality decisions, **transportation** decisions, **land** use decisions, all of these affect the valley as a whole and ought to be made considering the needs of the valley as a whole.

Green Municipal Funds

To encourage the development of a wider vision, the Okanagan Partnership is undertaking the following:

Funding is being sought to engage the services of Metro-Quest modeling to use as an educational tool to show planners, decision makers and the general public how different decisions have different long term impacts for the valley.

Federation of Canadian Municipalities (FCM) - Green Municipal Funds:

- "Intent to Apply" approved July 27th, 2005
- Invitation to submit a detailed Application for a complete evaluation
- Anticipated completed application and submission August 28th
- FCM Review of Applications: October – November 2005



OKANAGAN
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MetroQuest Modelling

Objectives of the **MetroQuest Modelling Tool** and Process:

MetroQuest is an interactive planning support tool that evaluates alternative future scenarios, facilitates the creation of sustainable regional visions, and supports the implementation of smarter plans.

- Gather data and knowledge on Okanagan values, priorities, challenges and trade-offs
- Involve decision makers, stakeholders and the public by creating and comparing future scenarios of the region to help quantify the impacts of decisions; scenarios clarify the impacts of alternative policy choices; scenarios educate and engage stakeholders on strategic decisions; create excitement and interest for public consultation; scenarios build and maintain support for adopted plans
- Encourage and create dialogue between municipalities, regional districts, First Nations and the general public on the establishment of common planning values or principles
- Create a cohesive and collective vision for the Region
- Encourage long range valley-wide cooperation and coordination to the management of water, air and land and provide for integrated transportation policies.

The Okanagan Partnership's List of Who's Who:

Cluster	Co-chairs	
Jim	Rogers	Kelowna Flight Craft
Tim	Ralston	Kal-Air Repair Ltd
Tony	Stewart	Quails Gate Vineyards Ltd
Pat	Bowen	Pacific Agri-Food Research Centre
Vern	Nielson	ITIVA Development Corp.
Martin	Wedepohl	Dean of UBC Engineering, Retired
David	Coombs	Dunes Golf Course
Brenda	Baptiste	Osoyoos Indian Band
Eric	Sorensen	Sun-Rype
Dave	Pringle	Sure Crop Feeds
Bill	Nelems	MD
Gerry	Karr	MD
Nick	Arkle	Gorman Bros. Lumber Ltd
Paul	Birzins	Okanagan Nation Alliance
Stewards		
South Okanagan		
Tom	Siddon	Management Consultant, Bonaccord Consultants
Al	Klar	President, Range Rider Truck Canopies
Ben	Amos	Vineyard owner/operator
Ron	Casorso	Hertzberg Institute of Astrophysics
Jessica	Murphy	Past Chair, Oliver and District Community Economic Development Society
Central Okanagan		
Lorraine	McGrath	Regional VP, Prospera Credit Union
Theresa	Arsenault	Partner, Pushor Mitchell Lawyers
John	Byland	General Manager, Bylands Nurseries Ltd.
Gordon	Hotchkiss	President & CEO, Enquiro Search Solutions
Nick	Arkle	Gorman Bros. Lumber Ltd
Christina	Rowland	Okanagan Nation Alliance
Diana	Groffen	Okanagan Science and Technology Council
North Okanagan		
Anne	Clarke	Professor - OUC/Vernon Mayor (1986-90)
Curt	Latham	President, Airport Training Council
Michael	Tindall	GM, Greater Vernon Chamber of Commerce
Lyle	Brewer	Okanagan Indian Band (Past Chief)
Regional Post Secondary Institutions: NOC/UBCO/OUC		
Moura	Quayle	UBC-Okanagan
Barry	McBride	UBC-Okanagan
Peter	Ricketts	OUC
Louise	Nelson	OUC
Jim	Hamilton	Okanagan College
Co-chairs (ex-officio)		
Brad	Bennett	President, McIntosh Properties Ltd
Gordon	Fitzpatrick	President, Cedar Creek Estate Winery



Realize a Sustainable Future

MetroQuest is an interactive planning support tool that evaluates alternative future scenarios, facilitates the creation of sustainable regional visions, and supports the implementation of smarter plans.

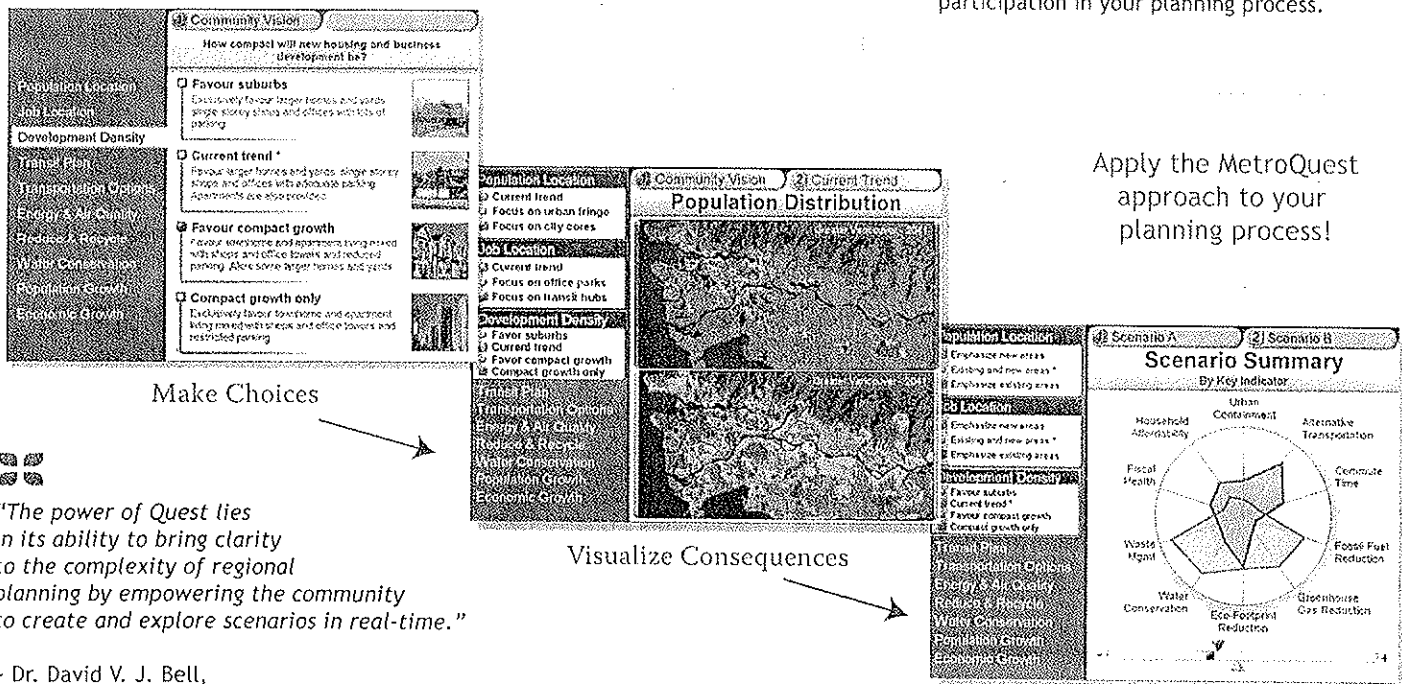
The integrated modeling system at the heart of MetroQuest allows users to instantly see the connections between choices and consequences as they explore alternative future scenarios for your region. Its user-friendly, visually engaging interface allows stakeholders and citizens to make sense of the complex inter-relationships and the trade-offs required to create a clean, prosperous and livable future for your city and region.

MetroQuest helps progressive communities consider their alternatives with respect to a wide range of growth management issues ranging from land use planning and infrastructure spending to transportation and air quality. The application is configured and calibrated for each region with local statistical and spatial data.

Introduced in 1997, after 10 years of research and development at University of British Columbia's *Sustainable Development Research Institute*, MetroQuest is the leading tool for scenario exploration and stakeholder engagement in regional planning.

MetroQuest is:

- A decision support tool
Foster long-term strategic thinking.
- A facilitation tool
Stimulate dialogue, build support, and promote collaboration among community stakeholders.
- A scenario exploration tool
Allow users to create 40-year future scenarios on the fly.
- An innovative smart growth simulator
Illustrate the consequences of a wide variety of choices using colourful maps and graphs.
- A communications tool
Educate non-technical people on the costs, benefits, and tradeoffs associated with decisions, allowing meaningful stakeholder participation in your planning process.



"The power of Quest lies in its ability to bring clarity to the complexity of regional planning by empowering the community to create and explore scenarios in real-time."

~ Dr. David V. J. Bell,
Director, York University, Center for Applied Sustainability



"I think this is probably the greatest single tool to improve governance on the planet..."

~ Jim Fulton
Executive Director of the
David Suzuki Foundation

Engage the community
on priority issues

Understand the
long-term consequences
of choices

Find common ground
among stakeholders

Build community support
for smarter plans

MetroQuest is an essential tool
for municipalities engaged in
long-term regional planning.

Transform key information into
new insights that lead to clear
results. Through interactive
workshops, find common ground
among stakeholders through the
power of scenarios and narrative
dialogue.

Specifically configured for your
region, MetroQuest allows
discussions to be focused on
relevant local issues.



Build and maintain support for smart plans!



The Challenge...

Municipalities face several challenges in creating livable communities. How do municipalities -

- Integrate planning across environmental, economic, and social sectors
- Clarify the impacts of alternative policy choices
- Educate and engage stakeholders on strategic decisions
- Create excitement and interest for public consultation processes
- Build and maintain support for adopted plans



MetroQuest - A solution for the entire planning cycle!

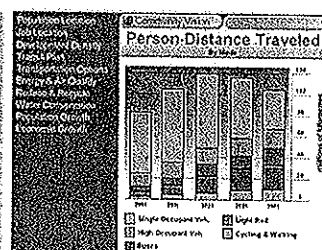
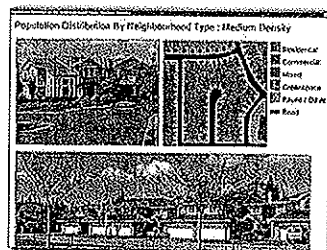
- Obtain input from stakeholders to establish planning priorities
- Visualize alternatives and explore options using a wide range of indicators
- Evaluate alternative future scenarios based on your community's values and priorities
- Communicate preferred plans to decision-makers and the public
- Monitor progress of your community towards a shared vision
- Reinforce and maintain support for policies and plans



With MetroQuest municipalities can...

- Explore the trade-offs between land use and transportation
- Make connections between zoning and municipal fiscal health
- Evaluate the environmental impacts of alternative policy choices
- Understand the relationships between sustainability goals and infrastructure needs
- Rank the performance of alternative scenarios according to local priorities
- Compare possible future scenarios side-by-side
- Save key scenarios for detailed analysis or reporting
- And much more...

Put MetroQuest to work and realize a sustainable future.



MetroQuest is a product of Envision Sustainability Tools Inc. Learn more about MetroQuest at QuestForTheFuture.com
Phone: 604.225.2007 Email: info@envisiontools.com



OKANAGAN PARTNERSHIP

Collaborating for
Sustainable Prosperity

Okanagan Regional Planning Framework Status – February 2006



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Okanagan Regional Planning Framework – Status February 2006

The Okanagan Partnership is undertaking a collaborative engagement process with the general public and stakeholders from throughout the Okanagan to achieve a consensus on a framework to provide for a long range vision for the Okanagan.

Partners for the Regional Planning Flagship initiative include all three regional districts (RDOS, CORD, NORD), the Okanagan Nation Alliance, Green Municipal Fund, Western Economic Development, Environment Canada, the Real Estate Foundation of BC, the Nature Conservancy of Canada, the South Okanagan Similkameen Conservation Program, the University of British Columbia, and Okanagan College. (Appendix 1)

Envision Sustainability Tools has been engaged to develop a version of MetroQuest, configured to the Okanagan region. OkanaganQuest will assist in increasing the stakeholder and community's interest in specific, key sustainability issues by presenting computer generated potential scenarios based on Okanagan indicators. To illustrate, Appendix 2 is a MetroQuest generated map of Greater Vancouver showing visually the effect of population distribution on the options of preserving open space versus urban sprawl.

As part of the first or Definition Phase in achieving an OkanaganQuest, the February 9th meeting was held to achieve a common understanding and agreement on the Okanagan Map Space (Appendix 3) and a list of indicators that represent the major concerns to the people of the Okanagan.

The Indicator Prioritization Table had been previously circulated to regional and municipal planners, representatives, regional districts, ministry of transportation, UBC Okanagan, Fisheries and Oceans, the ONA, the Okanagan Basin Water Board, the Provincial Agricultural Land Commission and other stakeholders for input (Appendix 4). The result of the February 9th discussion and consensus resulted in a set of agreed upon prioritized issues (Appendix 5).

Two tables were also generated at the meeting and are included here: Population Allocation Definition (Appendix 6) and Job Allocation (Appendix 7), providing for all possible options under the criteria of "Job" and "Population".

For example, Option 1 of Population Allocation "Big cities, develop ALR lands" has 5 possibilities:

<i>Strongly encourage</i>	<i>All town centres</i>
<i>Encourage</i>	<i>Other residential lands in towns, unallocated lands, swap ALR lands</i>
<i>Neutral</i>	<i>Other ALR lands, biodiversity lands</i>
<i>Discourage</i>	<i>Other undeveloped lands, rural areas</i>
<i>Forbidden</i>	<i>Industrial/commercial/institutional, parks, steeply sloped lands, other, wetlands & buffers (potentially classified as high bio diverse lands)</i>

Appendix 8 is a visual example of a GIS population map layer created for Greater Vancouver Quest Model and the kind of map that will be created by OkanaganQuest.

Based on the criteria set at the February 9th meeting, agreed upon prioritized indicators will now be translated into map based (GIS) layers, in effect, translating policy pieces into map/layer options. These will be compiled for population, jobs, transit and roads.

With respect to Transit Plan definitions, layers will include “existing transit”, “expand bus rapid transit” and “expand further to light rail”. Road Plan definitions include “existing road network”, “planned road network” and “big expansions”.

The project is entering Phase II, or Data Acquisition/Interpretation which involves gathering the GIS information needed to create the map layers. GIS information is being provided by individual regional GIS staff so that Envision may import the data into Okanagan Quest.

Population, Job allocation layers, Transit and Road Plans should be provided to our office by March 10th, 2006. The GIS layers will form the basis by which scenarios will be computer generated.

The Envision team has prepared and distributed data definition documents that describe the base year and map allocation data for Okanagan Quest. Once received, Envision will import the Okanagan data into OkanaganQuest and configure it to be used by the integrated model. A next important step will be to consider the language used on each of the many possible screens. Content will be carefully designed to be suitable to a lay-audience, unfamiliar with planning technology. All through this process, stakeholders will have opportunities to have input on the possible “questions” based on the indicators.

Project Review and Update

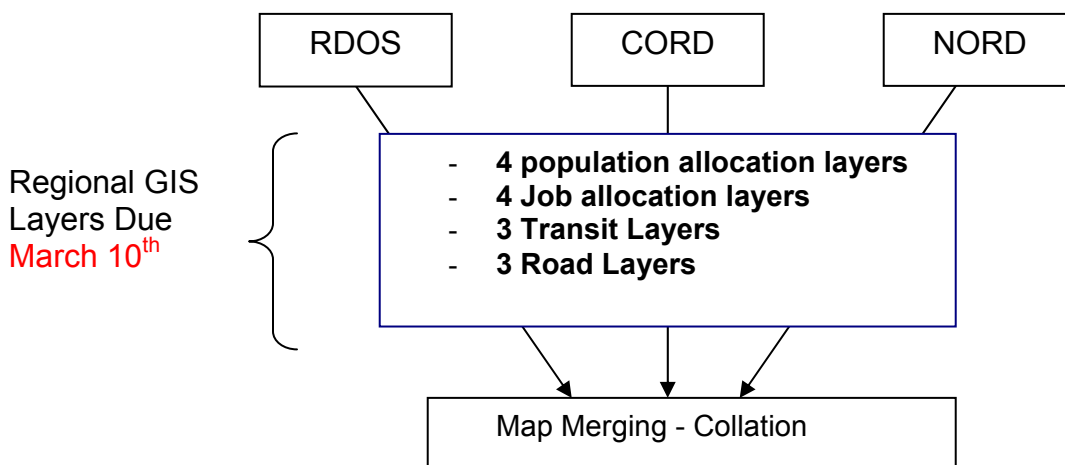
Phase I: Definition Phase

As a result of the feedback from our February 09 Regional Planners meeting, we have drafted the following:

- Okanagan Map Space (Appendix 3)
- Indicators Prioritization (Appendix 5)
- Allocation Definitions
 - Population (Appendix 6)
 - Jobs (Appendix 7)
 - Transit Plan Definitions
 - Existing transit (no planned expansion)
 - Expand bus rapid transit; and
 - Expand further to light rail
 - Road Plan Definitions
 - Existing road network;
 - Planned road network; and
 - Big expansions

Next Steps: Phase II.

GIS Data Collection



Final Okanagan Layers
Due **March 17th**

Appendix 1

Partners:

Okanagan First Nations



Okanagan Regional Districts



Regional Post Secondary Education Institutions



Government of British Columbia



Federal Government of Canada



Western Economic
Diversification Canada

Diversification de l'économie
de l'Ouest Canada



Environment
Canada

Environnement
Canada

Non Government Organizations



Population Location
Job Location
Development Density
Transit Plan
Transportation Options
Energy & Air Quality
Reduce & Recycle
Water Conservation
Population Growth
Economic Growth

1

Community Vision

2

Current Trend

Population Distribution

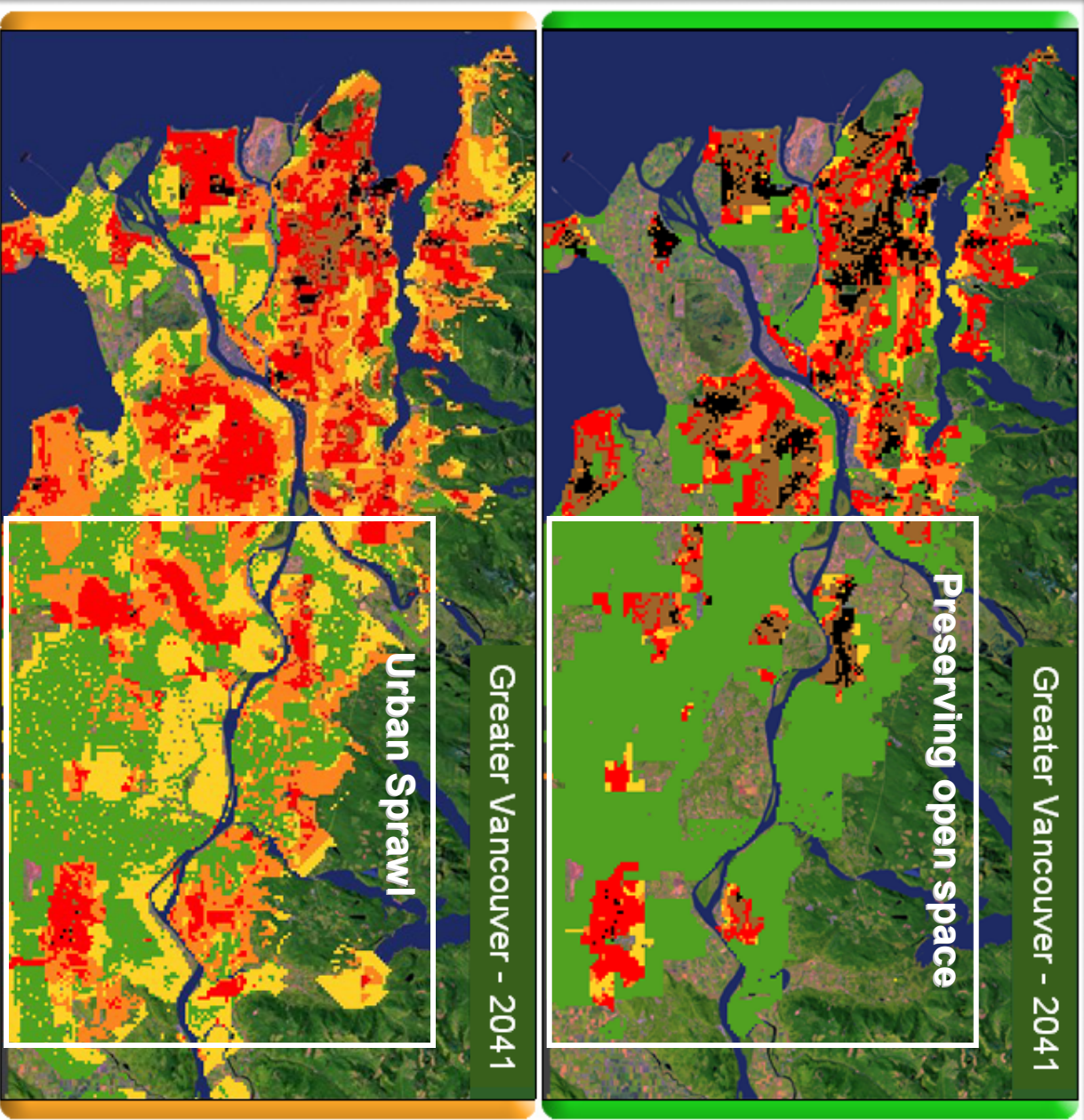
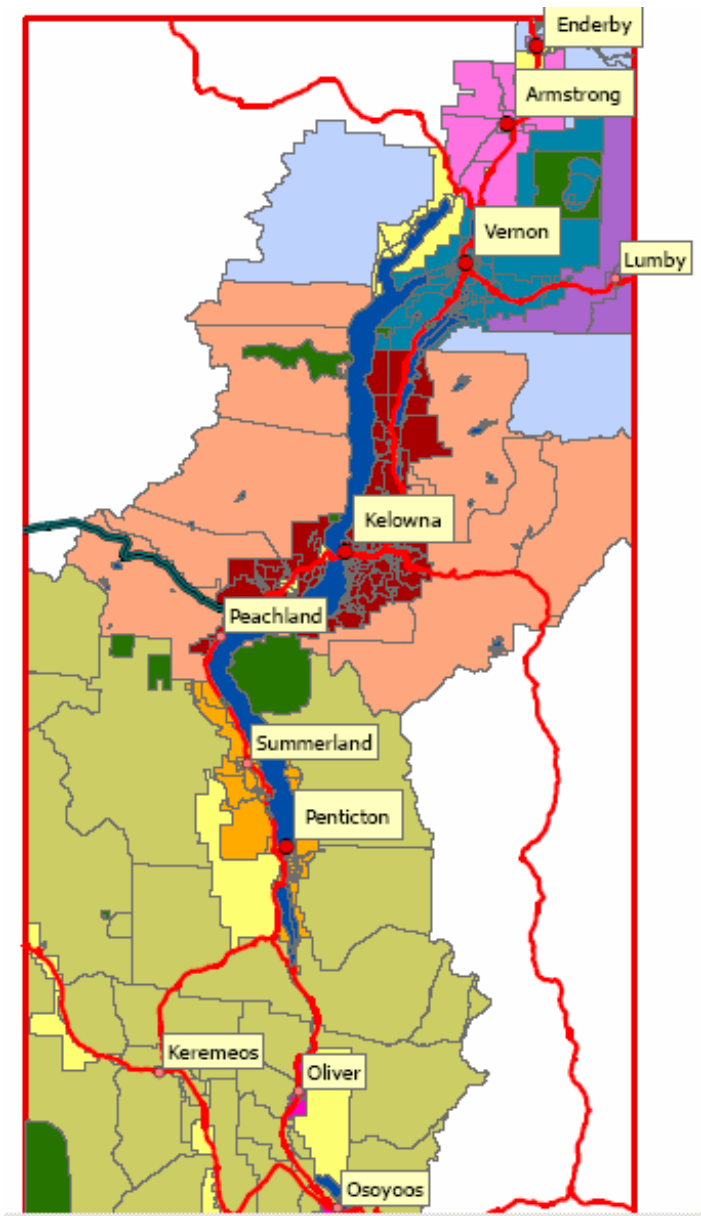


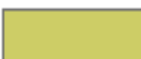
Figure 3. Example of Quest outputs

Okanagan Map

Appendix 3



Sub-Regions

	Okanagan Nation Alliance		Summerland, Penticton & Naramata
	Spallumcheen, Armstrong & Enderby		Oliver, Osoyoos & Keremeos
	Greater Vernon Services		Electoral Area North
	Kelowna, West Bank, Lake Country & Peachland		Electoral Area Central
	Lumby & Cherryville		Electoral Area South

Appendix 4

Regional Planners - Communication Matrix v2.0

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Appendix 5

Indicator Prioritization Table – Okanagan Consensus

Result Categorization and Indicator Prioritization

Result Category	Issue	Priority (H, M, L)
DEMOGRAPHY	• Managing High Growth	H
	• Encouraging Growth	L
	• Handling Issues of an Aging Population	H
ECONOMY	• Affordability of Living in the Region	M
	• Fiscal Health of the Region	M
	• Sharing Job Growth and Tax Revenues Among Communities	M
	• Uncertainty of Long-Term Growth	L
LAND USE	• Housing Infill and Densification	H
	• Commercial Infill and Densification	H
	• Retaining Agricultural Land	H
	• Retaining Open Space	H
	• Sharing Job Growth Among Communities Within the Region	H
	• Spreading Housing Growth Among Communities	M
	• Promoting Growth in Single Family Homes	L
TRANSPORTATION	Travel Modes (getting people out of their cars)	M
	• Investing in Transit Network	H
	• Investing in Road Network	H
	• Traffic Congestion and/or Commuting Times	M
	• Changing Travel Through Transit-Oriented Development (TOD)	M
ENERGY USE	Renewable Energy Sources for Electricity and Other Uses	M
	• Energy Conservation for Many Sectors Including Industrial, Residential, and Transportation	M
AIR POLLUTION	Local Air Quality	H
	Greenhouse Gas Emissions (climate change)	M
WATER USE	Conservation Efforts	H
	• Capacity Constraints, Including Cost Concerns	H
SOLID WASTE	Recycling and Composting Efforts	M
	• Landfill Capacity	M

Appendix 6

Population Allocation Definition – 4 Options for exploration in model

	Option 1	Option 2 (CT)	Option 3	Option 4
Description	Big cities, develop ALR lands	Big cities, protect ALR lands	Big cities, protect biodiversity	All towns, protect ALR lands
Strongly Encourage	All town centres	All town centres	All town centres	Smaller town centres
Encourage	Other residential lands in towns, unallocated ¹ lands, swap ² ALR lands	Other residential lands in towns, unallocated lands	Other residential lands in towns, unallocated lands	Other small town residential areas, big cities, unallocated lands
Neutral	Other ALR lands, biodiversity lands	Other undeveloped lands, rural areas, biodiversity lands	ALR, other undeveloped lands, rural areas	Other undeveloped lands, rural areas, biodiversity lands
Discourage	Other undeveloped lands, rural areas	ALR	Biodiversity lands (perhaps the “low” level ³ biodiversity lands)	ALR
Forbidden	Industrial/commercial/institutional, parks, steeply sloped lands, other, wetlands & buffers (potentially classified as high bio diverse lands).			

¹ Unallocated refers to the “held” lands currently not designated for either residential or business but available for development

² swap ALR lands refer to the segments of ALR found within, near to town development and economic development

³ Okanagan suggestion to potentially split biodiversity lands into high level and low level importance

Job Allocations – 4 Options for exploration in model

	Option 1	Option 2	Option 3	Option 4
Description	Big cities, develop ALR lands	All towns, develop ALR lands	Big cities, hillsides	All towns, hillsides
Strongly Encourage	All town centres – preferred areas within centres	Small town centres	All town centres – preferred areas within centres	Small town centres
Encourage	Other developed town areas	Big city centres, other developed areas	Other developed town areas	Big city centres, other developed areas
Neutral	ALR	ALR	Other undeveloped blocks of relatively flat lands	Other undeveloped blocks of relatively flat lands
Discourage	Other undeveloped blocks of relatively flat lands all other lands	Other undeveloped blocks of relatively flat lands all other lands	ALR all other lands	ALR all other lands
Forbidden	Residential, parks, steeply sloped, other, high-level biodiversity (wetlands & buffers)	Residential, parks, steeply sloped, other, high-level biodiversity (wetlands & buffers)	Residential, parks, steeply sloped, other, high-level biodiversity (wetlands & buffers)	Residential, parks, steeply sloped, other, high-level biodiversity (wetlands & buffers)

Appendix 8

Greater Vancouver GIS Map Layer for Input to Quest Model

