



Foundations for Our Future
Capital Regional District
Regional Growth Strategy

Capital Choices 2000

A Citizen's Guide to **Growth Strategy Options** for the Capital Region

Capital Region at a Crossroads — An Invitation to Complete a Public Survey on Future Growth

The Capital Region is at an historical crossroads. In the 40 years since the first *Capital Region Plan* was adopted in 1959, urban development in the Capital Region has followed a path of planned expansion into rural areas, first to the north from Victoria to Royal Oak and subsequently to the west toward Colwood and Langford. This simple strategy has guided development in the Capital Region for more than a generation and has created the regional landscape we see today. But this strategy is near its physical limits. Expansion into farms and green space is not the answer to urban growth in the future. We now face the question — where do we go from here?

This guide invites you to consider four possible answers to this question.

You can help determine the future for the Capital Region. Examine the four growth strategy options presented here and decide which one is most likely to result in the kind of Capital Region that you prefer. Then complete the survey included in this guide and return it to us. We welcome your views and will use them when elected officials from throughout the Capital Region gather on September 15 and 16 at Royal Roads University, to chart a course for regional growth during the next quarter century. Please help us make the right choices for our future.

Christopher Causton, Chair,
Capital Regional District Board

Four Regional Growth Strategy Options – We Want Your Views

This guide describes and invites your views on four regional growth strategy options.

A regional growth strategy, or RGS, is an intergovernmental agreement on how to manage regional growth and change over a 25-year time frame. According to the *Municipal Act*, the purpose of an RGS is to "...promote human settlement that is socially, economically, and environmentally healthy and that makes efficient use of public facilities and services, land and other resources." A RGS sets out a common vision for the region and a program of joint action to achieve it.

The four growth strategy options presented in this guide have the same goal: to stop the half-century-old process of urban expansion into farmland, forests, and natural areas and to redirect growth to built-up areas and other areas already designated for urban development. All aim to protect green space and reinvest in urban areas. They are all ways to manage future growth within stable physical limits in keeping with the regional vision the CRD has adopted (see page 7).

The four growth strategy options are:

OPTION 1 A Base Strategy of Urban Containment and Rural Protection efficiently achieves the development capacity of official community plans.

OPTION 2 A Strategy for a Metropolitan Core and Major Centres directs new growth to downtown Victoria and eleven other major centres.

OPTION 3 A Strategy for Transit-linked Towns concentrates new development in designated mixed-use town centres along a high-capacity transit corridor.

OPTION 4 A Strategy for a Hierarchy of Walkable Centres directs new growth to pedestrian-oriented villages and larger centres throughout the urban parts of the region.

Options 2, 3, and 4 build on the base strategy set out in Option 1 by proposing different ways to accommodate growth beyond 2026 within the proposed urban containment area. All four options were approved for public review by the CRD Board and all member municipal councils, except for the councils of North Saanich and Sidney.

The full report on the growth strategy options and a summary of the public process involved in developing them is available on the CRD web site at www.crd.bc.ca/rgs_home.htm, or at public libraries in the region.

Complete the pull out survey inside



What The Four Options Propose

The following six strategic elements are common to all four growth strategy options.

Urban Containment— Establish a Regional Urban Containment Boundary to limit further outward urban expansion. Limit the extension of urban services outside the urban containment area. Designate a Green Lands Belt to protect lands with ecological value as a renewable resource and as scenic green space.

Green/Blue Space— Establish a Sea-to-Sea Green/Blue Belt running from Saanich Inlet to Juan de Fuca Strait. Develop an integrated system of parks, green-ways, and trails linking urban areas to rural green space areas. Protect remnant ecosystems within the urban containment area. Set public green space and open space targets for proposed new population centres.

More Complete Communities— Build more communities that offer a variety of housing types and tenures close to work, schools, shopping, recreation, services, parks, and green space.

Balanced Regional Transportation— Develop an integrated regional transportation strategy aimed at reducing dependency on the automobile by integrating land-use and transportation planning; promoting walking, cycling, and transit; providing a functional and safe major street system; and establishing policies and programs to manage travel demand.

Stronger Regional Economy— Develop a Regional Economic Development Strategy that focuses on the Capital Region’s environmental advantages and quality of life as a means of keeping existing businesses and jobs and attracting new firms and employment in skilled services, tourism, advanced technology, film making and the arts, higher education, specialized agriculture, and value-added forestry.

Improved Housing Affordability— Develop a strategy for making housing more affordable for low and moderate-income earners and special needs households.

“A good strategy ensures that, no matter what happens, you always have manoeuvring room.”

Stewart Brand, *How Buildings Learn*.

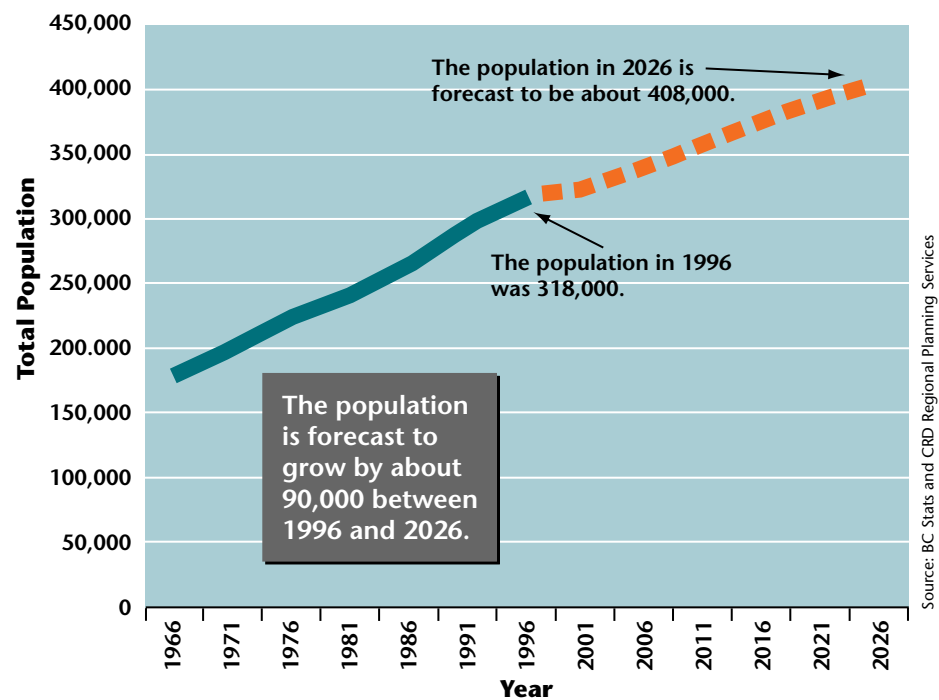
Why We Need A Regional Growth Strategy

Unless population growth is well managed, it poses a risk to the natural environment, the character of our communities, and the quality of life in the region.

The Capital Region lies at the heart of one of North America’s fastest growing regions. The area from Campbell River south to Olympia, Washington and east to Hope is expected to increase in population from about six million people in 1996 to more than nine million by 2026. Vancouver Island’s population is forecast to increase from just over 600,000 to nearly one million in the same period.

From around 318,000 in 1996, the population of metropolitan Victoria is forecast to grow by approximately 90,000 people by 2026. Nearly all of these people will be new residents who have migrated here from other parts of BC and Canada. In 2026 our population will be older, more ethnically diverse, and living in smaller households than today.

Population Growth in the Victoria Metropolitan Area, 1966–2026



Research shows that the Capital Region’s communities have designated enough land for housing in new neighbourhoods and through infill and redevelopment of existing neighbourhoods to accommodate nearly all of the region’s forecast growth. However, this hinges on being very efficient in how we develop the supply of land planned for development. *Will we be able to do this over 25 years? Should we try to find more capacity for future growth? Should we take steps to slow the rate of growth to make our supply of developable land last longer?*

Without a common strategy, communities could evolve independently and thus undermine the achievement of the shared regional vision. These communities would then be unable to take full advantage of the benefits of growth for regional quality of life.

Where People Would Live and Work

People

- Over 90% of people will live inside the proposed Urban Containment Boundary.
- Over half of new residents will live in the Western Communities, mainly in Langford and Colwood, with moderate growth in Sooke and View Royal.
- Between 25–38% of new residents will live in the Core Municipalities, mainly in Victoria and Saanich.
- About 6–12% of new residents will live on the Saanich Peninsula.

Housing

- There would be a shift in dwellings away from single-family houses — all Options run out of land for new single-family houses, duplexes, and townhouses by 2026.
- The Base Strategy completely runs out of space for new housing of all types in 2025, based on planned capacities.
- In Options 2,3, and 4, only capacity for new apartments remains after 2026.

Jobs

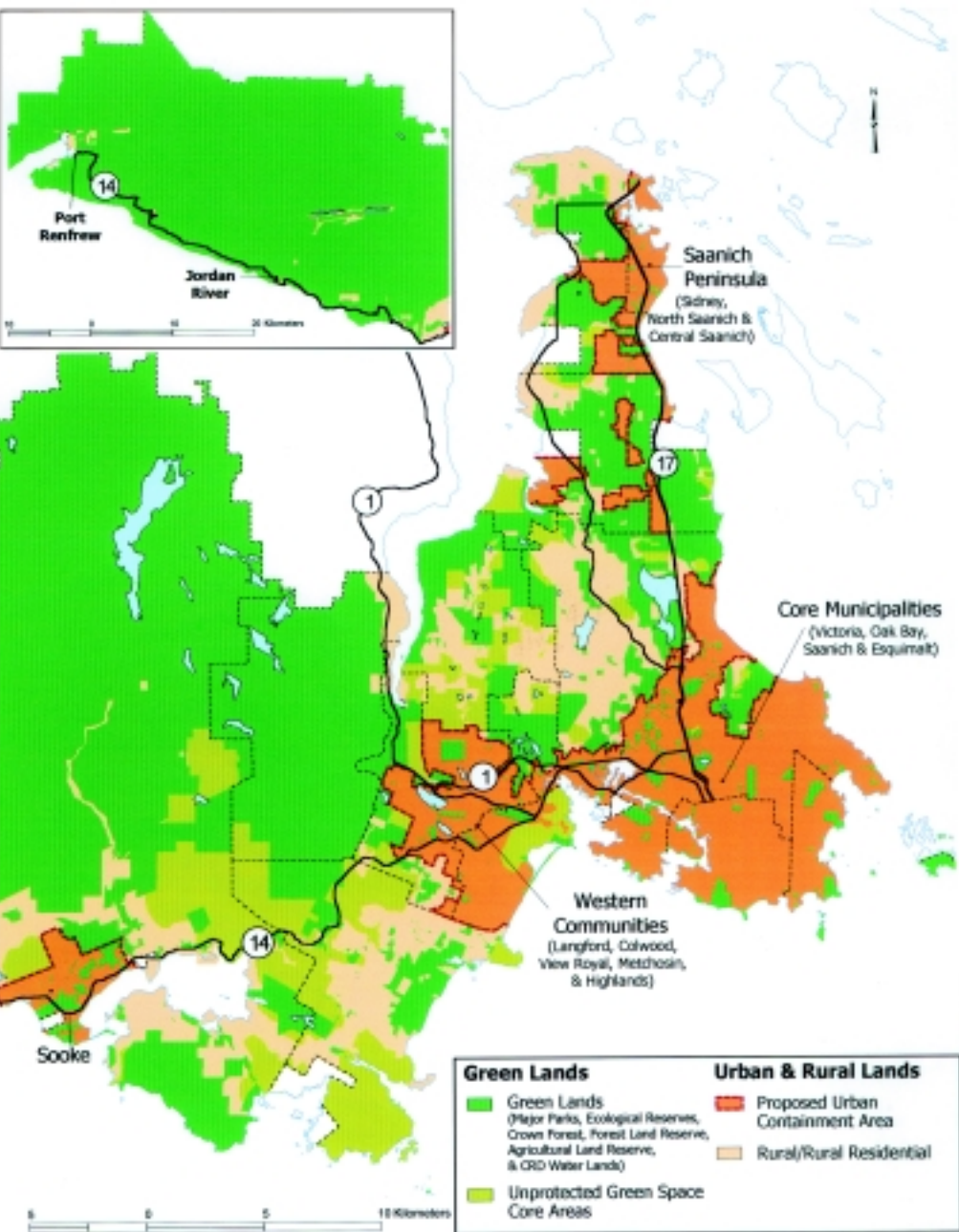
- Victoria’s share of regional employment drops from 49% in 1996 to between 43–47% by 2026.
- The number of jobs in the Western Communities more than doubles.
- The Saanich Peninsula has proportionately more new jobs than new people due to job growth at the Keating Business Park and Victoria International Airport.

Option 1

A Base Strategy of Urban Containment

Establish a strong **urban containment boundary** and set targets within it to ensure the efficient development of the potential housing contained in existing official community plans. If actual building rates were to achieve 90% of the total possible capacity in official community plans, existing communities would be able to accommodate most of the population growth forecast for the next 25 years. The CRD would have to develop a new strategy once communities approach the limits of their existing capacity for new housing.

Urban Containment



How It Would Work

- Establish boundaries for containing and servicing urban development in the region.
- Establish 25-year housing targets for areas within the urban containment boundary and include them in the official community plans of the affected municipalities.
- Monitor development activity to see if communities are meeting their housing targets.
- Establish a development threshold that would trigger a major review of the growth strategy in order to identify a new strategy once the original strategy has reached the limits of its capacity. Examples of new strategies might be urban expansion, urban reinvestment (infill and increased density), or regulations to try and set limits on regional population growth and overall development.
- Review and strengthen rural development policies to limit rural subdivisions, limit non-farm uses in the Agricultural Land Reserve, and encourage sensitive green/blue space preservation.

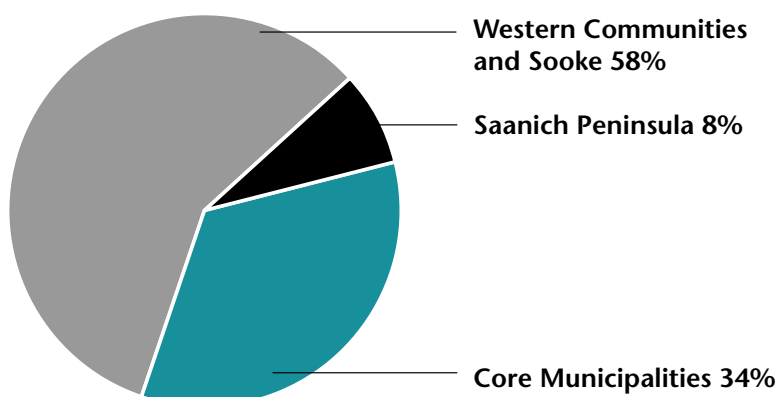
General Implications

- Rural and forested areas would not be available for new urban development.
- Municipalities would need an intermunicipal review and the approval of other member municipalities before any expansion of their urban containment boundary could take place.
- Urban and physical services such as sewer and water would not be extended beyond the urban containment boundary except to address a pressing public and/or environmental health matter.
- Development in areas outside the urban containment boundary would be limited to approximately the levels permitted in 1996 official community plans.

The Basic Strategy runs out of practical capacity for all dwelling types by 2025.

Distribution of Population Growth, 1996-2025

The distribution of the projected population increase of approximately 87,000 people would look like this:

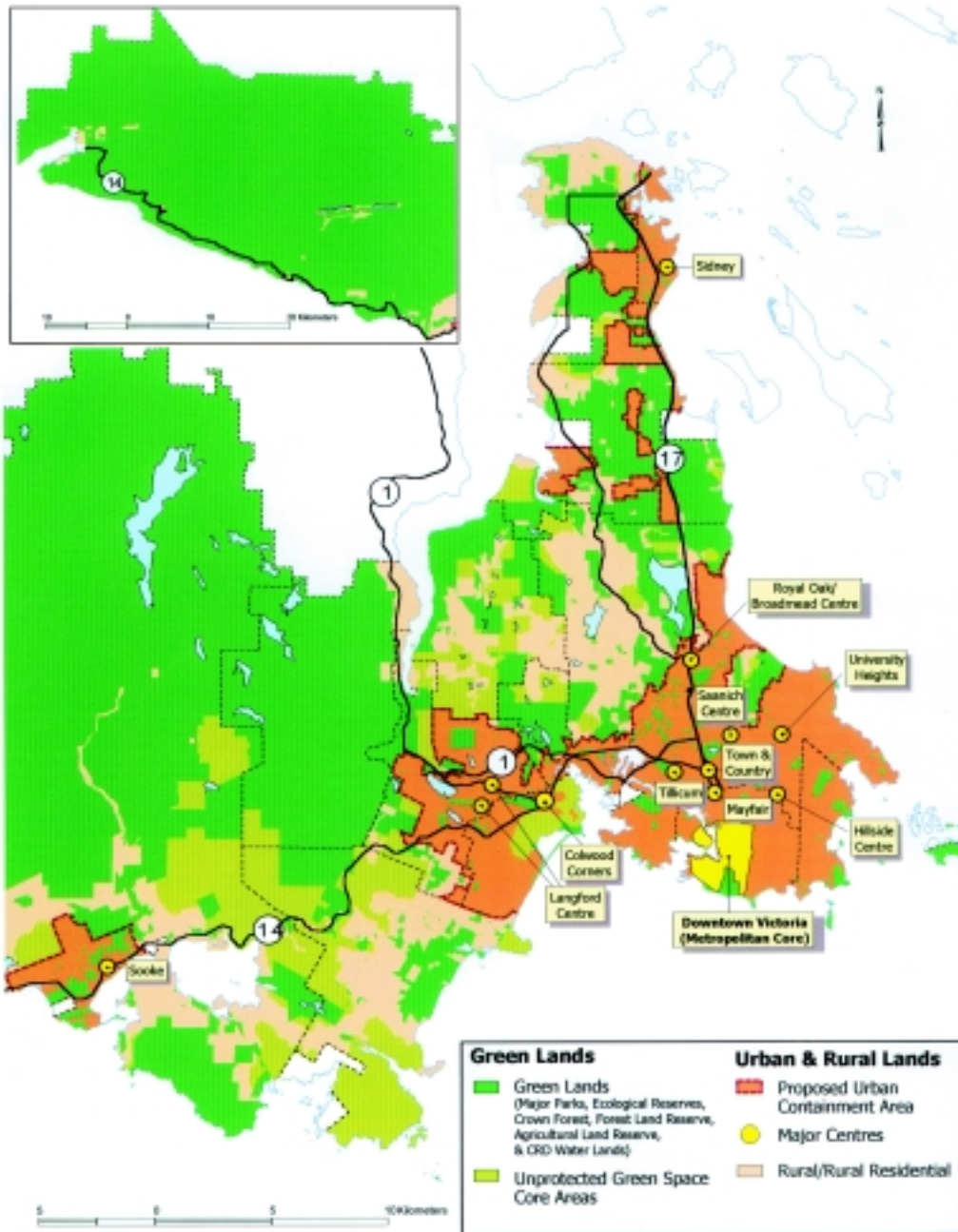


A firm boundary would be established between urban and rural areas region-wide.

Option 2 Strategy for a Metropolitan Core and Major Centres

Concentrate **new growth in an expanded downtown Victoria or metropolitan core** and eleven other major centres, primarily in Victoria, Saanich, Langford, and Colwood. Strengthen downtown Victoria as the tourism, cultural, and business heart of the region. Redevelop major regional malls in Victoria, Saanich, and Langford as complete communities with a mix of business, housing, services, and open spaces. Phase growth to give priority to improving transit service in the Douglas Street corridor.

Metropolitan Core and Major Centres



How It Would Work

- Use development restrictions and incentives to reduce growth in areas inside the urban containment boundary but outside the metropolitan core and major centres.
- Amend official community plans in Victoria and Saanich to designate and establish the metropolitan core and major centres.
- Streamline development approval processes to encourage growth and investment in the metropolitan core and the major centres.
- Use high quality urban design and public services to make the metropolitan core and major centres attractive places to live, work, and play.
- Change BC Transit routing and service schedules to provide direct, fast interconnecting service between the metropolitan core and the major centres.

General Implications

In addition to the implications noted for Option 1, this option would have the following result:

- Major shopping centres in Victoria, Saanich, and Langford would be transformed into mixed-use communities with structured parking, housing, and public open space.

Downtown Victoria is strengthened as the tourism, cultural, and business heart of the region.

Existing mallscape.

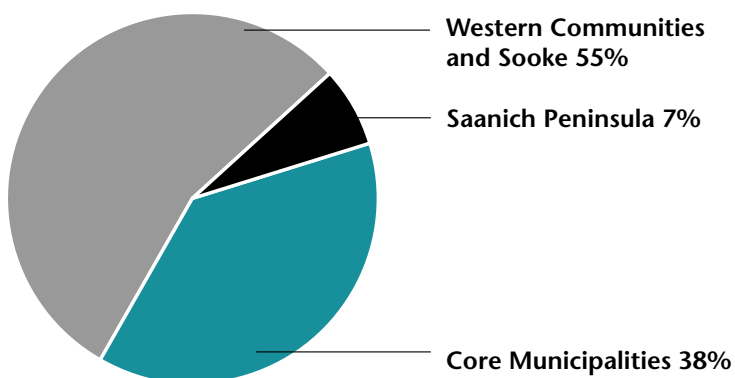


Transformed mall parking lot with added residential and streetscape.



Distribution of Population Growth, 1996-2025

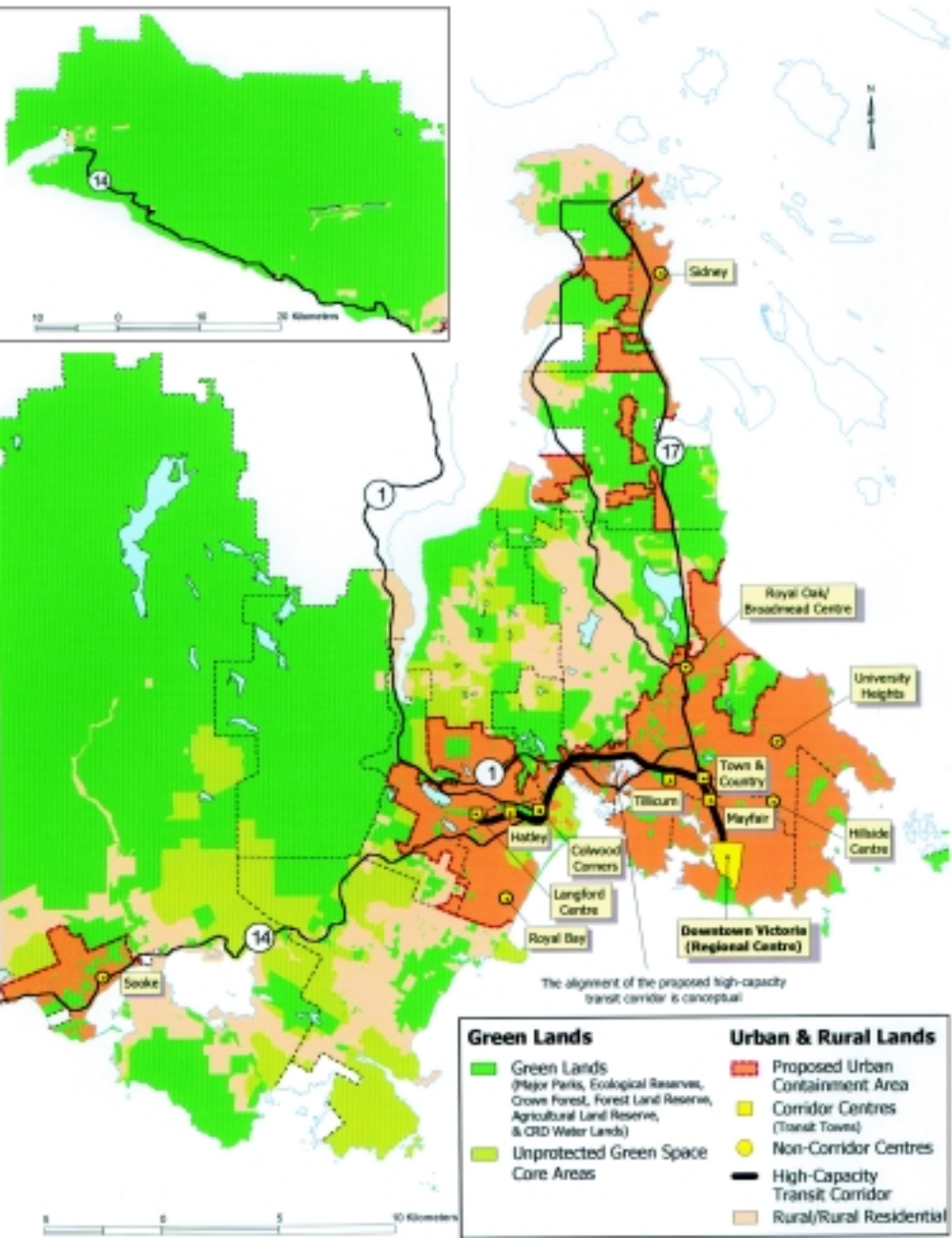
Option 2 results in more population growth for the Core Municipalities than any of the other Options because seven of the eleven major centres are located there. The distribution of the projected population increase of about 90,000 persons would look like this:



Complete communities would be built at regional malls.

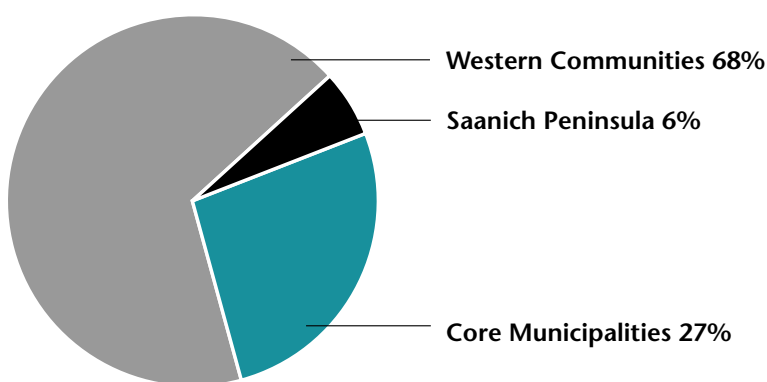
Option 3 Strategy for Transit-Linked Towns

Transit-Linked Towns



Distribution of Population Growth, 1996-2025

In Option 3, most of the population growth will occur in the Western Communities, much of it along the proposed high-capacity transit corridor. The distribution of the projected population increase of about 90,000 persons would look like this:



Concentrate new growth in **six major mixed-use centres (transit towns) along a high-capacity transit corridor** that runs from downtown Victoria to the Langford Goldstream/Canwest centre. Transit towns are walkable, and most new housing is located within 400 metres (a 10- to 15-minute walk) of a transit stop. Each centre will have bike-and-ride facilities to connect transit with cycling.

Initially, dedicated bus lanes, queue jumpers, and other transit priority measures give high levels of transit service in the corridor. These services are upgraded to light rail transit when levels of ridership permit. Additional growth is directed to six non-corridor major centres, connected by express bus to transit exchanges in downtown Victoria and the transit towns.

How It Would Work

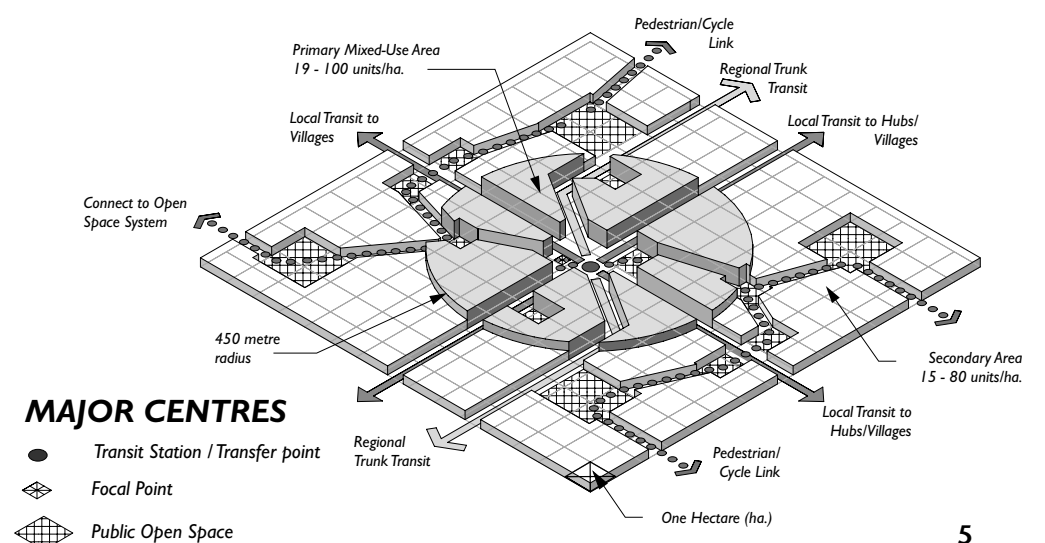
- Secure a dedicated high-capacity transit right-of-way between downtown Victoria and Langford and establish first-phase facilities, stops, and loading platforms to launch an express-bus-based service that can be converted to light rail over time.
- Amend official community plans in Victoria, Saanich, View Royal, Colwood, and Langford to direct growth to the transit towns and non-corridor centres.
- Negotiate cost-sharing agreements with the Province to establish a rapid transit service.
- Use high-quality urban design guidelines and investment in public facilities to make the major centres attractive places to live, work, and play.
- Streamline regulations and development permitting processes to facilitate growth and investment, primarily in downtown Victoria and the transit towns.
- Place development restrictions on areas outside downtown Victoria and the other centres and use incentives to attract growth and investment to downtown and the major centres.

General Implications

In addition to the implications noted for Option 1, this option would have the following result:

- New development would be concentrated in a series of mixed-use, fairly dense centres located along a transit corridor stretching from downtown Victoria to the CanWest Mall/Goldstream Avenue area in Langford.

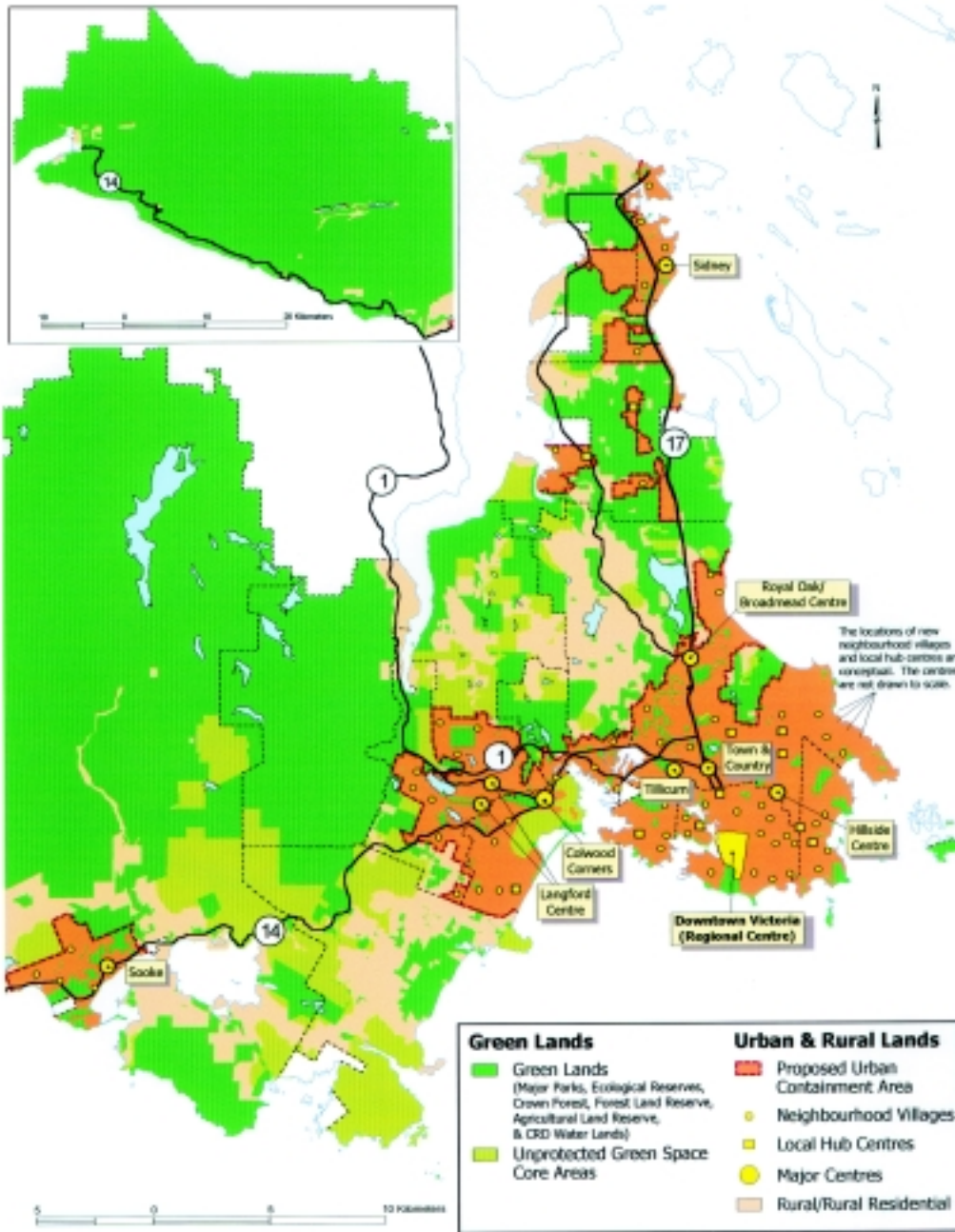
Transit towns are walkable, and most homes are within a 10- to 15-minute walk of a transit stop.



Option 4 Strategy for a Hierarchy of Walkable Centres

Direct new growth toward a **hierarchy of walkable centres** located throughout the urban containment area and ranging in size from neighbourhood villages to local hub centres, major centres, and a regional centre focused on downtown Victoria. The overall goal is to ensure that over time, all residents of the urban containment area live within easy walking and cycling distance (400-600 metres) of a centre of one kind or another. All centres contain green space and cycling facilities, a mix of land uses and housing types, and a focal point for activities within the neighbourhood or centre.

Hierarchy of Walkable Centres



How It Would Work

- Undertake neighbourhood and local planning processes in all areas inside the urban containment boundary to establish a range of centres of different sizes.
- Use a combination of regulation and incentives to cluster growth at the centres.
- Establish a network of pedestrian and cycle paths, and support facilities that link neighbourhood villages with local hubs, major centres, and downtown Victoria.
- Revise BC Transit bus routes, service schedules, and the makeup of the vehicle fleet to provide a system of feeder buses linking neighbourhood villages to transfer points in local hub centres that connect to trunk bus service to major centres and downtown Victoria.

General Implications

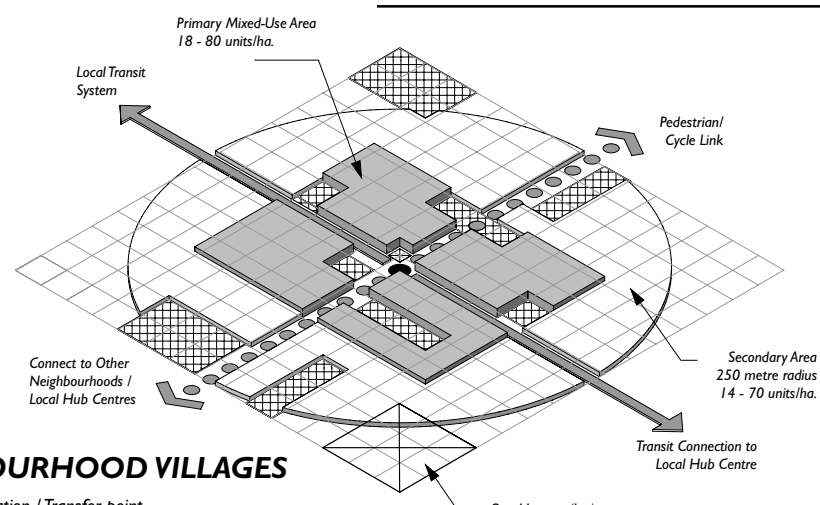
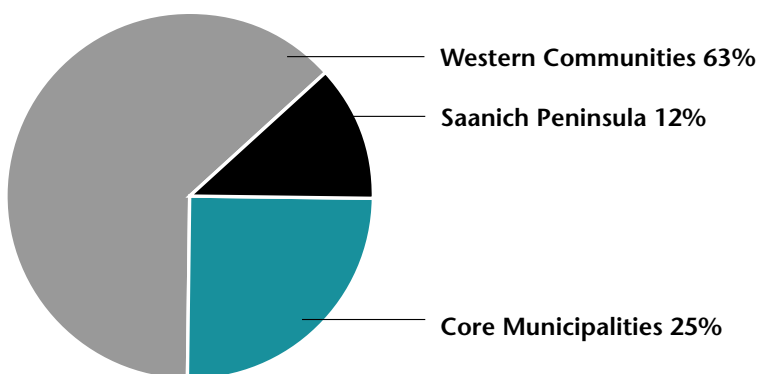
In addition to the implications noted for Option 1, this option would have the following results:

- New development would be clustered in a variety of centres dispersed throughout the urban containment area.
- Over time, all residents in the approximately 160 square kilometres (62 square miles) of the region located inside the urban containment boundary would live within easy walking distance (10 to 15 minutes) of a transit hub with a mix of housing types, businesses, and community services.

Over time all residents of the urban containment area will live within easy walking and cycling distance of a centre.

Distribution of Population Growth, 1996-2025

Option 4 would distribute population growth more evenly among the subregions and the urban municipalities because all contain centres where growth would be targeted. Relative to the other Options, Option 4 would result in moderately higher population growth for the Saanich Peninsula and the *least* growth for the Core Municipalities. The distribution of the projected population increase of about 90,000 persons would look like this:



NEIGHBOURHOOD VILLAGES

- Transit Station / Transfer point
- ◊ Focal Point
- ◻ Public Open Space

Neighbourhood village.



How the Options Perform

A technical evaluation was conducted to find out how the four options would perform in achieving the approved regional vision. The evaluation produced the following assessments.

1. Putting people and jobs close together in denser, walkable centres generally saves energy, promotes alternative forms of travel, and gives easier access to everyday goods and services. Walkable centres work best in already built-up areas.
2. No new major capital expenditures will be needed for sewer and water service beyond those already planned. Planned expenditures are needed because of the age and condition of existing facilities, not growth.
3. New roads and road improvements will be needed to avoid severe peak-period traffic congestion.
4. More people will use transit — up by at least 15% — mostly because of better bus service in all options. A light rail system (Option 3) adds an extra 10% to transit use but has about \$30M more in total annual transit system costs than a bus-only system. Those options with higher population and employment in the City of Victoria are less dependent on private vehicle travel.
5. Growth will bring more congestion and it will take longer to make trips. Speed will drop by about 20%, and it will cost about \$300–\$400 more per year per person for transportation. There are only small differences among the four options.
6. Land for detached housing will be in short supply, likely forcing-up prices for new and resale detached homes. People moving to the region will increasingly have to choose attached housing types (suites, townhouses, apartments).
7. The supply of land for multi-family housing (townhouses, apartments) is good in all options, which should help keep prices/rents affordable.
8. A settlement pattern that encourages multi-family housing provides more choice and will be more affordable to a broader range of incomes. Option 2 does this best.
9. From an environmental perspective, how growth takes place is as significant as where it takes place. Demand management strategies for water, travel and solid waste are key to meeting desired objectives.
10. There will be plenty of land for commercial uses but not nearly enough land for industrial-type activities. Appropriate “business park” land is an essential component to ensure a vital economy. About 500 hectares of land are needed; all options are deficient with Option 2 the poorest.
11. The aging population will put more stress on health care facilities; a drop in the number of students means over-capacity of schools in parts of the region. Option 2 best balances existing investments in public facilities and future needs.
12. Each option is workable but could be improved. For example, increased population and employment near transit stations may improve Option 3; more small lot and infill housing in all options could satisfy more people’s desire for ground-oriented housing.
13. Many challenges are common to all four options – lack of land for detached homes, lack of land for industrial-type uses, increasing congestion, increasing air pollution. Policies that help to shift people’s patterns of consumption (amount of travel, size of dwelling, use of water) will help.

Comparisons Against Key Indicators

The technical evaluation sought to measure how well each option addressed the Board’s priority areas identified in the *Framework Agreement*. Measures against key performance indicators revealed the following comparisons:

| | | 1996 | Option 1 | Option 2 | Option 3 | Option 4 |
|---|------------------|---------|----------|----------|----------|----------|
| Managing and Balancing Growth | | | | | | |
| Percent of population within 400m of a commercial centre | Higher is better | 37% | 37% | 41% | 37% | 64% |
| Ratio between the supply and demand for detached housing | Higher is better | | 0.62 | 0.43 | 0.29 | 0.47 |
| Peak day demand for water as a percent of treatment capacity | Lower is better | 49% | 66% | 66% | 66% | 66% |
| Average length of person trips by auto and transit (kilometres) | Lower is better | 6.40 | 6.35 | 6.39 | 6.42 | 6.41 |
| Long-term road improvement costs; highway & municipal (\$ millions) | Lower is better | | \$95M | \$107M | \$102M | \$106M |
| Total transit system annual costs (\$ millions) | Lower is better | \$38.6M | \$61.4M | \$62.1M | \$92.4M | \$61.9M |
| Transportation | | | | | | |
| Percent of vehicle kilometres on congested links | Lower is better | 5.2% | 19.5% | 21.2% | 21.5% | 21.7% |
| Average automobile travel speeds for all trips (km/h) | Higher is better | 42.9 | 34.6 | 34.0 | 35.2 | 34.4 |
| Percent of total travel by transit, bicycle, walking | Higher is better | 15.3% | 17.4% | 17.6% | 17.2% | 16.6% |
| Percent of population within 400 metres of a transit route | Higher is better | 82.8% | 83.8% | 85.0% | 85.1% | 85.3% |
| Total travel costs/person/year; vehicle, fares, time (\$ thousands) | Lower is better | \$5,270 | \$5,630 | \$5,640 | \$5,600 | \$5,680 |
| Economic Development | | | | | | |
| Ratio between the supply and demand of land for commercial uses | Higher is better | | 1.47 | 1.53 | 1.4 | 1.3 |
| Ratio between the supply and demand of land for industrial uses | Higher is better | | 0.88 | 0.58 | 0.71 | 0.72 |
| Environment and Resources | | | | | | |
| Gigajoules/year of non-renewable energy consumed by residences | Lower is better | 14.25M | 17.9M | 17.86M | 17.67M | 17.95M |
| Litres/capita/day of treated water consumed | Lower is better | 295.1 | 313.5 | 312.1 | 308.8 | 312.4 |
| Kilotonnes CO2/day from residences | Lower is better | 459 | 759 | 764 | 751 | 771 |
| Kilotonnes of regional vehicle emissions (1000 tonnes) | Lower is better | 610 | 696 | 691 | 690 | 708 |
| Kilotonnes of solid waste going to landfill (1000 tonnes) | Lower is better | 132 | 166 | 167 | 164 | 163 |
| Housing and Social Well-Being | | | | | | |
| Percent of multi-family housing | Higher is better | 39% | 44% | 50% | 47% | 48% |
| Average annual rate of population growth | Lower is better | 0.86% | 0.94% | 0.94% | 0.94% | 0.94% |
| Annual traffic injury accident rate/1000 population | Lower is better | 5.34 | 5.63 | 5.61 | 5.69 | 5.72 |

What We Are Trying To Achieve

On July 15, 1998 the CRD Board adopted the *Framework For Our Future Agreement*, with the endorsement of all member councils except North Saanich, Sidney, and Metchosin.

The *Framework for Our Future Agreement* sets out the vision we hope to achieve and the principles we will use to make choices.

The Regional Vision

Based on the visions and goals of official community plans and the CRD/Provincial Capital Commission Regional Green/Blue Spaces Strategy, the regional vision proposes the following outcomes.

...modest growth and economic diversification occur, while we continue to maintain and enhance our natural environment, our agricultural landscapes, our arts and culture and our established neighbourhoods and communities.

The core municipalities experience infill and modest population increases, with the bulk of new residential growth occurring in the Western Community municipalities of Colwood and Langford, some in a limited number of new neighbourhoods. The Saanich Peninsula retains its rural and small town character as do Sooke, Metchosin, and the Highlands.

While the Metropolitan Core remains the dominant cultural and business hub of the region, economic expansion occurs in employment centres in Colwood and Langford. Limited employment expansion occurs in the vicinity of Victoria International Airport. Transit, commuter cycling, and walking are common alternatives to travel by private automobile.

A regional green/blue spaces system protects and maintains the full range and diversity of the natural environment that surrounds us, including significant green spaces, the marine environment, wetlands, fish and wildlife habitat, unique ecosystems, and the remnant ecosystems that flourished here before the time of Captain Cook. Natural systems that have suffered damage have been restored where possible. By 2026, stable and durable physical limits contain ongoing change to urban communities and rural settlements in the Capital Region.

Guiding Principles

Four fundamental principles will guide the efforts to develop a growth strategy for the Capital Region:

Sustainability Actions we take to meet our needs today ensure the ongoing health of the natural systems that sustain life and do not compromise the ability of future generation to meet their needs.

Appropriateness Actions we take are appropriate to the aspirations and local conditions of the Capital Region.

Continuity A growth strategy will build on work that has already been done.

Cooperation, collaboration, and coordination The 3-Cs underlie the approach to developing and implementing a growth strategy.

You can find the *Framework For Our Future Agreement* in its entirety on the CRD’s web site at www.crd.bc.ca/rgs_home.htm, or at a public library near you.

This *Citizens Guide to Growth Strategy Options for the Capital Region* is a special edition of the *Foundations for Our Future* Regional Growth Strategy project bulletin, published by CRD Regional Planning Services.

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What Happens Next?

Elected officials from throughout the Capital Region will gather on Friday, September 15 and Saturday, September 16 at the Royal Roads University Conference Centre for **Capital Summit 2**. Participants in **Capital Summit 2** will review the technical evaluation of the growth strategy options, the public survey, and other comments received and choose a growth strategy for recommendation to the CRD Board. They will choose either one of the four in this guide or a hybrid made from the best elements of all of them.

The **Capital Summit 2** recommendation is scheduled to go before the CRD Board in late September. If the Summit makes a clear recommendation that the board approves, the CRD will prepare a draft Regional Growth Strategy by year-end, with the first and second reading of the draft bylaw scheduled for early 2001.

Keeping Informed

Informed and involved CRD residents are vital to the success of the *Foundations for Our Future* process. For more information on the Regional Growth Strategy project and how to submit comments to the Regional Planning Committee, please write, call, or fax:

CRD Regional Planning Services
510 Yates Street, PO Box 1000, Victoria, BC V8W 2S6
Tel: 360-3244 Fax: 360-3159 or visit the CRD's internet site at http://www.crd.bc.ca/rgs_home.htm

To put your name on our mailing list, or to get details about the *Foundations For Our Future* public process, phone, fax, or e-mail **CRD Community Relations**.
Tel: 360-3133 Fax: 360-3226
E-mail: crdcr@pinc.com

Get Involved!

Capital Choices 2000 CALENDAR

CRD residents can find out more about the proposed growth strategy options and the Regional Growth Strategy process by attending one of several open houses and public displays around the Capital Region in June. Check the CRD web site at http://www.crd.bc.ca/rgs_home.htm or phone CRD Community Relations at 360-3133 for information on the date, time, and location of a mall display or open house near you. The following is a list of currently scheduled mall displays and public open houses.

Public Displays

Hillside Shopping Centre – May 29 to June 4
Victoria Eaton's Centre – June 5 to June 11
Panorama Leisure Centre – June 12 to June 18
CanWest Shopping Centre – June 19 to June 25

Open Houses

All open houses are scheduled between 6:00 pm and 9:00 pm, with a live presentation between 7:00 pm and 7:30 pm.

Saanich Open House – Wednesday, May 31: Braefoot Athletic Centre, 1359 McKenzie Avenue
Victoria Open House – Tuesday, June 6: Freemason's Conference Centre, 638 Fisgard Street
Saanich Peninsula Open House – Thursday, June 15: Bayside Middle School, 1101 Newton Place, Brentwood Bay
Sooke Open House – Wednesday, June 21: Edward Milne Community School, 6218 Sooke Road
West Shore Open House – Thursday, June 22: Colwood Municipal Hall, 3300 Wishart Road

Survey Pickup and Drop Off Locations

You may pick up copies of the **Capital Choices 2000 Guide and Survey** and return completed surveys at the following locations:

Saanich Peninsula

North Saanich Municipal Hall – 1620 Mills Road
Sidney Library – 10091 Resthaven Drive
Panorama Leisure Centre – 1885 Forest Park Drive
Central Saanich Municipal Hall – 1903 Mount Newton Cross Road

Core Municipalities

Saanich Commonwealth Place – 4636 Elk Lake Road
Cedar Hill Recreation Centre – 3220 Cedar Hill Road
G.R. Pearkes Recreation Centre – 3100 Tillicum Road
Gordon Head Recreation Centre – 4100 Lambrick Park Way
Oaklands Community Centre – 2827 Belmont Avenue
Crystal Swimming Pool – 2275 Quadra Street
Central Library – 735 Broughton Street
Oak Bay Library – 1442 Monterey Avenue
Oak Bay Recreation Centre – 1975 Bee Street
Esquimalt Recreation Centre – 527 Fraser Street
View Royal Municipal Hall – 45 View Royal Avenue
CRD Community Relations – 524 Yates Street – Main pick up and drop location

West Shore and Sooke

Juan de Fuca Library – 1759 Old Island Highway
Colwood Municipal Hall – 3300 Wishart Road
Metchosin Municipal Hall – 4450 Happy Valley Road
Highlands Municipal Hall – 1980 Millstream Road
Langford Municipal Hall – 2805 Carlow Road
Sooke Library – 3065 Anna Marie Road

Regional Public Forum

Present your views on the growth strategy options directly to elected decision-makers on the CRD Board at the:

Capital Choices Regional Public Forum
Saanich Municipal Hall Council Chambers
Friday, Sept. 8, 2000 – 6.00pm to 10.00pm
Saturday, Sept. 9, 2000 – 9.00am to 4.00pm
Contact CRD Community Relations

for registration information and submission guidelines.

