

Building Our Future - Measuring Our Progress

**2004 Regional Growth Strategy
Annual Report**

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2004 Regional Growth Strategy Annual Report

Approved by the Board of the Capital
Regional District on June 22, 2005

Prepared by
**Capital Regional District
Regional Planning Services
with the Sheltair Group**

Letter from Allison Habkirk, Regional Planning Committee Chair

The Regional Growth Strategy, adopted by the CRD Board in August of 2003, is a living document that describes a common vision for the future of the Capital Region. Derived from a collaborative process based around the distinct qualities of its member communities, it expresses a commitment to a twenty-five year plan of action, to guide regional growth and ensure the future quality of life for residents through rural protection, urban containment, community completeness and transportation choice.

In 2004, the growth strategy partners moved forward with several key implementation initiatives, including three sub-strategies relating to housing affordability, transportation choice and economic development.

The Board also approved a monitoring program for the growth strategy, establishing a comprehensive set of indicators that will enable us to track implementation progress and respond to challenges and opportunities as they arise.

I look forward to continuing to work with the growth strategy partners on behalf of the residents and businesses throughout the region.

Sincerely,

A handwritten signature in black ink that reads "AHABKIRK". The letters are bold and somewhat stylized, with some overlapping strokes.

Allison Habkirk
Regional Planning Committee Chair

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Introduction: the Foundation is in Place and Work is Underway

The Regional Growth Strategy (RGS) is a landmark agreement between the Capital Regional District and its member municipalities on how to manage regional growth over the next 25 to 30 years. Adopted in August 2003, the RGS marks the first time since the early 1980s that there has been a region-wide agreement on a vision for managing growth and change, and a program of joint action to achieve it. The growth strategy gives residents of the Capital Region's Growth Management Planning Area (GMPA) – which includes all of the Capital Regional District except for Salt Spring Island and the Southern Gulf Islands¹ - a solid foundation from which to work towards long-term regional sustainability and enhanced quality of life.

This is important as the Capital Region will face many challenges in reaching its vision, while at the same time growing by another 100,000 people over the next generation. Carrying out actions consistent with the growth strategy gives the Capital Region the opportunity to build, over time, a future in line with its vision. Monitoring progress enables us to see if we are on track, identify any problems, and allow corrective actions to be taken to get back on target.

For this first annual report, it is too early to identify clear trends in the effectiveness of implementation. This report establishes baseline conditions critical for tracking performance in future years, and finds that:

- Adoption of the growth strategy has set the foundation for integrated planning and action for long term regional sustainability and quality of life.
- The basic policy framework for implementation is in place with more to come as growth strategy partners carry out initial actions.
- Key implementation initiatives are underway and on track.
- The monitoring program is established and baseline measures are in.
- 2005 and 2006 reports will give better measures on how we are doing.

For more information on the Regional Growth Strategy, its implementation and monitoring, please refer to the CRD website at www.crd.bc.ca/regplan.

¹ Salt Spring Island and Southern Gulf Islands Electoral Areas fall under the planning jurisdiction of the Islands Trust.

Key Facts for the Growth Management Planning Area

Land Area (including lakes)

Regional Urban Containment and Servicing Policy Area	16,854 ha
Growth Management Planning Area (GMPA)	195,700 ha
Victoria Census Metropolitan Area (CMA)	69,534 ha

Population (2001 Census)

Regional Urban Containment and Servicing Policy Area	275,460
GMPA	319,986
Victoria CMA	311,902

Private Households (2001 Census)

Regional Urban Containment and Servicing Policy Area	121,770
GMPA	140,215
Victoria CMA	135,600

Demographics (2001 Census)

	<i>Victoria CMA</i>	<i>BC</i>
% of population aged 65 years and older	17.8%	13.6%
Median Age	41.0	38.4
Average Household Size (persons/household)	2.3	2.5

Private Dwellings (2001 Census)

	<i>Victoria CMA</i>	<i>% of Dwellings in Victoria CMA</i>	<i>% of Dwellings in BC</i>
Single-detached house	68,840	51%	55%
Semi-detached house	5,345	4%	3%
Row house	8,350	6%	6%
Apartment, detached duplex	9,540	7%	6%
Apartment, building that has five or more storeys	6,820	5%	7%
Apartment, building that has fewer than five storeys	34,720	26%	20%
Other single-attached house	300	0%	0%
Movable dwelling	1,690	1%	3%
Total	135,600	100%	100%

Employment (2001 Census)

	<i>Victoria CMA</i>	<i>BC</i>
Population 15+ in Labour Force	166,790	
Employed	155,730	
Unemployed	11,065	
Unemployment Rate	6.6%	8.5%
Average Household Income, 2000	\$55,529	\$57,593

Greenspace and Renewable Working Landscapes

	Total Lands in GMPA (ha)	% of Total Land Area of the GMPA
Agricultural Land Reserve (2001)	13,170	6.7%
CRD Water Lands (2001)	11,069	5.7%
CRD Regional Parks (2003)	9,817	5.0%
Federal and Provincial Parks (2003)	5,157	2.6%

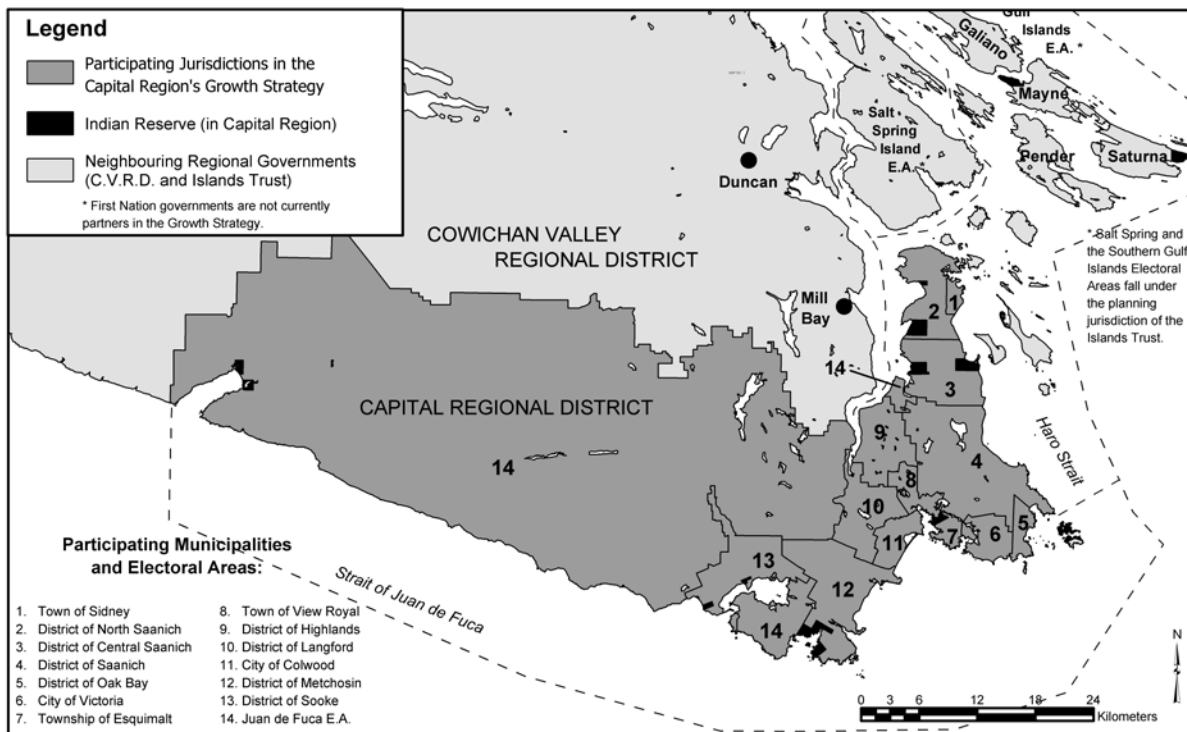
Transportation

Length of Multi-user pathways (e.g. Galloping Goose) (2003)	67 km
Length of Bike Lanes (2003)	62 km
Total number of person-trips on a typical weekday (2001)	1,173,200

Municipal Partners for Regional Growth Strategy

District of Central Saanich	District of North Saanich
City of Colwood	District of Oak Bay
Township of Esquimalt	District of Saanich
District of Highlands	Town of Sidney
Juan de Fuca Electoral Area (CRD)	District of Sooke
City of Langford	City of Victoria
District of Metchosin	Town of View Royal

Figure 1: Map of the Capital Region Growth Management Planning Area



Implementing the RGS: What have we done so far?

Growth strategy implementation was underway even before the bylaw's adoption in August 2003. Three key implementation projects – regional strategies for housing affordability, economic development and transportation – were initiated by the Board in 2001 and 2002 as critical to the eventual success of the growth strategy. Since adoption, a number of other key projects have been initiated and completed to lay the administrative foundation for growth strategy implementation. Accomplishments to date are summarized below.

Policy and Administrative Measures

Development and Planning Advisory Committee

Legislation requires the CRD to establish an intergovernmental advisory committee, to advise local governments on the development and implementation of the growth strategy and to facilitate coordination of provincial and local government actions, policies and programs in support of the growth strategy. The Board approved terms of reference for the Development and Planning Advisory Committee, or DPAC, on January 28, 2004. DPAC incorporates the previous Intergovernmental Advisory Committee, and two other planning and transportation advisory committees into one body, serving as one consolidated forum for intergovernmental discussion, liaison, and cooperation on issues of regional, inter-municipal and inter-agency significance. DPAC terms of reference, agendas and minutes are available on the CRD website at <http://www.crd.bc.ca/regplan/advisory.htm>.

Corporate Implementation Strategy

Within one year of adoption by the Board, the growth strategy implementation policy I-5 calls for the establishment of a Corporate Implementation Strategy outlining how the Capital Regional District will ensure that all of its bylaws, services and spending are consistent with the RGS, as required by the *Local Government Act*. On March 24, 2004 the Board approved *The Corporate Implementation Strategy for the CRD's Regional Growth Strategy*. This policy document sets out a process to ensure that the CRD acts in a manner consistent with the growth strategy, and identifies general implications of the growth strategy for various CRD departments, services and programs. This policy document can be found on the CRD website at http://www.crd.bc.ca/regplan/rgs/reports/documents/Corporate_Implementation_Strategy.pdf.

Regional Context Statements

The *Local Government Act* requires all member municipalities to prepare a regional context statement following adoption of a regional growth strategy. The regional context statement indicates how a municipality's official community plan (OCP) is consistent with the growth strategy, or will be made consistent over time. Legislation requires member municipalities to submit their context statements to the Board for acceptance within two years of the date of adoption of the growth strategy: August 13, 2005. To aid member municipalities with this requirement, Regional Planning Services prepared a report, *Municipal Requirements for Regional Context Statements* (February 2004) which was distributed to all member municipalities at the direction of Regional Planning Committee. This report can be found on the CRD website at <http://www.crd.bc.ca/regplan/rgs/RegionalContextStatements.htm>.

The District of Oak Bay was the first municipality to submit a regional context statement to the Board, which gave its acceptance in October 2004.

Monitoring Program

As noted above, legislation requires the CRD to monitor the implementation of the Regional Growth Strategy. The Board approved in principle a monitoring framework for the growth strategy in November 2003. The document was reviewed by the CRD's Roundtable on the Environment and a revised monitoring framework and suite of indicators was reviewed by DPAC in November 2004. The revised report, *The Regional Growth Strategy Monitoring Program for the Capital Regional District* (January 2005) is available on the CRD website at http://www.crd.bc.ca/regplan/rgs/documents/rgs_monitoring_program_report.pdf.

A companion report, *Targets for the Capital Regional District's Regional Growth Strategy: Baseline, Trends, Benchmarks, Challenges and Opportunities* (January 2005) is also available on the website at http://www.crd.bc.ca/regplan/rgs/reports/documents/rgs_targets_report.pdf

What Does the RGS Give Us?

The vision we want

The Regional Growth Strategy proposes a regional vision of community livability, economic vitality, environmental stewardship and high quality of life. Key features of the vision include:

- The majority of future population lives in existing urban areas.
- Rural areas remain rural and have a strong agricultural and resource base.
- Protected green space areas define the limits of human settlement.
- Integrated parks, green space, and trails protect important natural areas and link town to country.
- Downtown Victoria is strong and complimented by major centers in the Westshore.
- People find it easier to get around by foot, cycle, and public transit.
- Traditional centers of employment are strengthened.
- There is wide choice in housing types and tenures.
- New development enhances the identity and walkable scale of neighbourhoods.
- Natural resources are used carefully with an eye to long term sustainability.

A way to get there

The RGS proposes eight strategic initiatives to achieve the regional vision:

1. Keep urban settlement compact

Compact urban settlements produce a vibrant and dynamic sense of place that enhances cultural and economic opportunities while limiting the cost of infrastructure and protecting greenspace from unwanted development. The key components of the strategy that will enable compact urban settlement are:

- A regional urban containment and servicing boundary to limit sprawl and focus development in appropriate areas.
- Metropolitan core and eight major growth centers to be an integrated network of pedestrian-oriented and rapid-transit centres that will develop as the cultural and economic heart of communities.
- Limiting the unwanted development of rural lands to preserve agricultural productivity, ecological integrity and recreational opportunities.

2. Protect the integrity of rural communities

Rural communities are the stewards of forest and agricultural land, green spaces containing rare and threatened ecosystems, and recreational opportunities close to urban areas for regional residents. The RGS establishes two policy areas with associated actions to help protect rural communities:

- Capital Green Lands Policy Area, which contains all parks, ecological reserves and CRD water lands.
- Renewable resource lands policy area, which contains all land in the Agricultural Land Reserve and land that used to be in the Forest Land Reserve.

3. Protect regional green and blue spaces

In support of regional green and blue spaces, the RGS supports:

- Protection of the Sea to Sea Green/Blue Belt.
- Construction of the regional trail system.
- Development of a coastal zone management plan.
- Protection of land in the Unprotected Green Space Policy Area, which contains all unprotected sensitive ecosystems in the region.

4. Manage natural resources and environment sustainably

In support of sustainability, the RGS proposes to implement:

- Best practices for environmental management.
- Integrated watershed planning approach region-wide.
- Targets to improve air and water quality.
- Investigation of future critical resource needs.

5. Build complete communities

Complete communities provide a dense mixture of residential and commercial space, so that residents live in close proximity to employment opportunities and the services needed for daily living. The RGS establishes criteria for infill, urban intensification and redevelopment to support this initiative.

6. Improve housing affordability

Housing affordability is being targeted through the development of a Housing Affordability Strategy, one of the key initiatives of the RGS. The CRD is developing partnerships for housing affordability, and began work in 2004 towards a Regional Housing Trust Fund to build much needed non-market housing.

7. Increase transportation choice

Transportation choice is being approached through the development of a regional transportation strategy that will establish initiatives to improve market share for cycling, walking and transit, and improve transportation governance and funding mechanism.

8. Strengthen the regional economy

Methods for strengthening and diversifying the regional economy are focused on the development of a regional economic development strategy that will expand partnerships for regional economic development, and establish targets for employment growth in the Westshore and Victoria.

Electoral Area OCP Updates

The Regional Growth Strategy requires the CRD to update official community plans (OCPs) in the Juan de Fuca Electoral Area in a manner that maintains a long term rural vision for the electoral area. In August 2004, a comprehensive community development plan for Port Renfrew was adopted and by year-end, CRD Electoral Area Planning Services Department had prepared draft updated OCPs for all other local planning areas in the electoral area. Work to complete updated OCPs for the Malahat, Shirley/Jordan River, East Sooke and Otter Point planning areas is scheduled to conclude in 2005. For more information please refer to the Juan de Fuca Electoral Area website at <http://www.crd.bc.ca/jdf/index.htm>.

Master Implementation Agreement

The *Local Government Act* enables regional districts to negotiate implementation agreements with member municipalities, the Province and others to ensure effective implementation of growth strategies. Growth strategy implementation policy I-2, calls for the negotiation of a Master Implementation Agreement on procedures for the amendment and update of the RGS, and the evaluation of proposals to expand or extend services beyond the regional urban containment and servicing policy boundary.

As a first step, Regional Planning Committee approved interim development review guidelines to be used when assessing development referrals from member municipalities and the Juan de Fuca Electoral Area, and directed staff to work on two implementation agreements; one to address applications that may affect the regional urban containment and servicing policy boundary; the second to clarify provincial roles, responsibilities and commitments to the Regional Growth Strategy.

In 2004 a draft document, focusing on criteria and procedures to manage the regional urban containment and servicing policy area, was reviewed by DPAC. Work is scheduled in 2005 to complete this agreement and initiate discussions on development of a Provincial Implementation Agreement.

Strategic Initiatives

Regional Housing Affordability Strategy

RGS Initiative 3.2 calls for the creation of a partnership to develop a regional strategy for housing affordability. In recognition of the importance of this initiative, the Board initiated this project before the RGS was finalized and adopted, entering into a funding partnership with the former Capital Health

Region (now Vancouver Island Health Authority), the Capital Region Hospital District, Canada Mortgage and Housing Corporation, BC Housing and the Capital Region Housing Corporation to undertake the project. Following an extensive period of research and community consultation, the final consultants' report, *A Proposed Housing Affordability Strategy for the Capital Region* (July 2003), was received by the Board and circulated to member councils for review and discussion in August 2003. In April 2004, Regional Planning Committee began its review of municipal comments on the proposed strategy. In August, the Board approved the committee's recommendations to prepare a business case and draft service establishment bylaw for a regional housing trust fund (a key action recommended in the proposed housing strategy), and a revised housing affordability strategy incorporating suggested changes for consideration by the Board following discussion of the housing trust fund.

In December 2004, the *Regional Affordable Housing Trust Fund Business Case and Draft Establishing Bylaw* was circulated to all member councils for review and comment. Following review, the Board adopted Bylaw No. 3266, *A Bylaw to Establish a Regional Housing Trust Fund*, in March 2005. For more information please refer to the CRD website at <http://www.crd.bc.ca/regplan/rgs/reports/strategic/index.htm>.

Regional Transportation Strategy

RGS Initiative 4.1 calls for the preparation of a regional transportation strategy in line with the growth management concept and goals of the Regional Growth Strategy. The Board initiated this project in 2002, by entering into a funding partnership with BC Transit, the Ministry of Transportation, and the Ministry of Community, Aboriginal and Women's Services. Project consultants completed a series of stakeholder consultations and working papers over the next year, culminating in the release of the final consultants report, entitled the *TravelChoices Strategy*, in August 2003. Following a process of municipal review and comment, and subsequent extensive review by Regional Planning Committee, the Board approved in principle the vision and key strategic directions of the *TravelChoices* report, in October 2004.

A revised *TravelChoices Strategy* was adopted by the Board in April 2005. The *TravelChoices Strategy* is a landmark policy document, marking the first region-wide transportation strategy in the Capital Region's history. For more information please refer to the CRD website at <http://www.crd.bc.ca/regplan/rgs/travelchoices/index.htm>.

Regional Economic Strategy

RGS Initiative 5.1 calls for the preparation of a regional economic development strategy, under the leadership of a community partnership involving the CRD,

business, community interests, the Province and the Federal Government. In January 2002, the Board entered into a partnership agreement with Western Economic Diversification Canada and the Greater Victoria Enterprise Partnership Society, to fund and undertake development of a regional economic development strategy. Project consultants worked throughout 2002 and 2003 and a final draft report entitled, *Economic Development Opportunities Blueprint – A Strategy for Regional Economic Prosperity*, was presented to the Board in September 2003. An updated Blueprint report (October 2004), revised to reflect opportunities related to the 2010 Winter Olympics and other initiatives, was presented to the Board in November 2004, which referred the document to Regional Planning Committee for review and comment. Municipal review of the Economic Blueprint is scheduled for early 2005. For more information please refer to the CRD website at <http://www.crd.bc.ca/regplan/rgs/reports/strategic/reds.htm>.

Complementary Actions

Green Power Project

The CRD Environmental Services Department Green Power Project at the Hartland Landfill began operation on February 10, 2004. It will indirectly offset approximately 6,000 tonnes of greenhouse gas emissions per year and will produce enough power to meet the needs of at least 1,600 homes. (See *Hartland Landfill Green Power Project*, on p.11)

Parks Master Plan

CRD Parks is making rapid progress implementing the Parks Master Plan. Recent acquisitions are fulfilling the Sea-to-Sea Green and Blue Belt vision and adding to the Capital Region's world-class parks system. Work is scheduled in 2005 to update the Parks Master Plan.

Hartland Landfill Green Power Project

The Hartland Landfill green power project went into operation on February 10, 2004. It was developed and is owned by Maxim Power Corp., which also owns the Vancouver Landfill Gas Project in Delta. The project will feed 12,274-megawatthours of electricity per year into BC Hydro's grid, with a peak capacity of 1.6 megawatts.

At the landfill, gas produced by the decomposing garbage is cooled, compressed and transported to a generating facility, where it is conditioned and then utilized in a high-efficiency 3520 Caterpillar landfill gas generator set provided by Finning Power Systems of Vancouver. The project qualifies as green because there are no net new emissions. "The gas would be flared off anyway, but instead it provides the benefit of being used to generate electricity," says Rick Hopp, Maxim's Senior Vice-President, Business Development.

The Hartland Landfill project brought together diverse partners. The site is owned by the Capital Regional District (CRD), and BC Buildings Corporation retains the green marketing attributes and rights for the first 8,760 megawatt-hours of electricity generated every year for the first 10 years. BC Hydro receives the green rights for all power above 8,760 megawatt-hours per year in the first 10 years and for all power after that. In addition, BC Hydro owns all off-site emissions credits for the project.

The project will indirectly offset approximately 6,000 tonnes of greenhouse gas emissions per year and will produce enough power for at least 1,600 homes.

www.bchydro.com

Regional Community Energy Plan

The CRD is moving forward with Community Energy Planning, which will explore:

- Opportunities for harvesting energy in the region.
- Innovative energy approaches in five aspects of community design: land use, transportation, buildings, infrastructure and energy supply.
- Incorporating energy considerations into Board decision-making.

For more information, please visit the Community Energy Association:
<http://www.energyaware.bc.ca>.

Why Monitoring is Important

A monitoring program is critical for successful RGS implementation for two reasons: it is required by the *Local Government Act*, and the successful implementation of the RGS depends on knowing how the implementation initiatives are working. By evaluating progress, we can respond to opportunities and challenges by adapting the RGS and its implementation initiatives to the reality of their on-the-ground effects. The monitoring program focuses on three key questions:

What gets measured tends to get done. If you don't measure results, you can't tell success from failure. If you can't recognize success, you can't reward it. If you can't recognize failure, you can't learn from it.

- David Osborne
& Ted Gaebler

- Are we doing what we said we would do?
- Are we moving towards achieving our targets and goals?
- Are we improving regional quality of life and sustainability?

Targets

The targets listed in the RGS provide a specific and measurable framework for action that will allow implementation progress to be monitored objectively. The targets will be reviewed and updated during the Five-Year Review of the RGS.

For more information on the RGS Targets, please refer to the RGS Targets Report at www.crd.bc.ca/regplan/rgs/reports/documents/rgs_targets_report.pdf.

Regional Growth Strategy Targets

Keep Urban Settlement Compact

- By 2011, increase the designated supply of detached and ground access housing within the Regional Urban Containment and Servicing Policy Area (RUCSPA) in Victoria, Esquimalt, Saanich and Oak Bay by 5% over designated capacities at the date of RGS adoption.
- Accommodate a minimum of 15% of the Growth Management Planning Area's cumulative new dwelling units within the City of Victoria between 2001 and 2026.
- Accommodate a minimum of 90% of the GMPA's cumulative new dwelling units within the RUCSPA between 2001 and 2026.

Protect the Integrity of Rural Communities

- By 2026, do not exceed designated OCP development capacity limits in rural and rural residential areas.

Protect Regional Green and Blue Space

- By 2011, achieve protection of 100% of the proposed Sea to Sea Green/Blue Belt.
- By 2016, complete 100% of Regional Trail Network.

Manage Natural Resources and the Environment Sustainably

- Targets for physical and environmental services to be established through a best management practices implementation agreement, within 2 years of the adoption of the RGS.
- Targets for air quality to be established in part through the Regional Transportation Strategy within 2 years of the adoption of the RGS, and through the RGS monitoring program.

Build Complete Communities

- Municipal targets to be established through desired development guidelines for individual OCPs through Regional Context Statements, within 2 years of the adoption of the RGS.

Improve Housing Affordability

- Targets to be established in the Regional Housing Affordability Strategy.

Increase Transportation Choice

Mode Share Targets for Journey-to-Work Trips:

- By 2026, achieve a PM peak period region-wide transit mode share of 10% (7.9% in 2001).
- By 2026, achieve a minimum PM peak period mode share by non-auto modes of 40% for trips to, from and within the Metropolitan Core.

Mode Share Targets for PM Peak Period Trips:

- By 2026, achieve a minimum transit share of 15% for journey-to-work trips in the Victoria Census Metropolitan Area.
- By 2026, achieve a minimum cycling mode share of 10% for trips within the Victoria Census Metropolitan Area and 15% for journey-to-work trips for residents of the combined areas of Victoria, Oak Bay, Esquimalt and urban Saanich

Mode Share Targets for Annual Travel:

- Other transportation targets to be established through the Regional Transportation Strategy within 2 years of the adoption of the RGS.

Strengthen the Regional Economy

- Accommodate a minimum of 20% of the GMPA's cumulative employment growth within the City of Victoria to 2026 following adoption of the RGS.
- By 2026, achieve a minimum jobs/population ratio in the urban West Shore (Colwood and Langford) of 0.35.
- Other economic targets to be established through the Regional Economic Development Strategy within 2 years of the adoption of the RGS.

Implementing the RGS: How Are We Doing?

The following section describes some of the key themes that have emerged from the monitoring program indicators for the period since RGS adoption. A more complete set of indicators will be reported in the 5-Year Review of the RGS, after the release of 2006 census data.

For a detailed look at the indicators, refer to Appendix A: RGS Monitoring Program Indicators.

Growth in General

What does the data tell us?

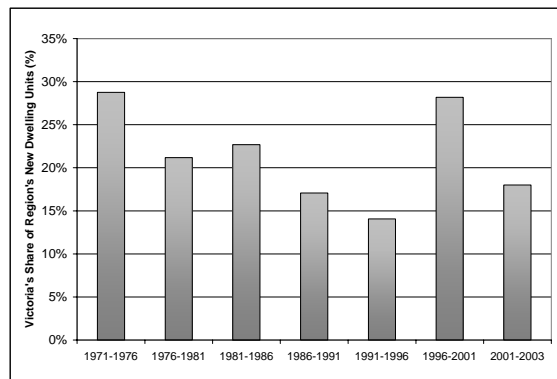
Overall rate of growth is consistent with RGS forecast.

- ✓ From 2001 -2004, the GMPA annual growth rate averaged 1.0%, while the West Shore averaged 2.1%. The total increase over this time period was 9,600 people, with Saanich, Langford and Victoria showing the largest increase. (Refer to Appendix A, p.2 for details.)

Keep Urban Settlement Compact

Vibrant urban centres are the employment, business and cultural heart of the CRD. Keeping these areas compact is critical to revitalize them as walkable, transit-focused, complete communities, and is an important component in the protection of outlying rural communities, regional green spaces and the prevention of sprawl.

Figure 1: Share of Region's New Dwelling Units Located within City of Victoria, 1971 - 2003



What does the data tell us?

Growth is staying within the urban containment boundary

- ✓ Since adoption of the RGS, growth has mostly remained within the urban containment boundary. From June 2001 to the end of 2004, 90% of all new dwellings were built inside the RUCSPA, meeting the target set in the RGS.

We are becoming more efficient in how we use urban land

- ✓ Average lot size for single-detached homes within the RUCSPA has decreased: 47% are now built on lots smaller than 7,500 sq ft, whereas only 26% were in 1991. (See Spotlight Article: Small Lots Prevail, p.15)

City of Victoria's share of new growth is on target

- ✓ The City of Victoria has seen a turnaround in its share of new dwellings, as 29% of all units were built there in 2004, up from an average of 14.5% in the two previous years.

Where do we need to go?

The regional context statements, due in 2005, will articulate the member municipalities' commitment to the RUCSPA, as well as policies and guidelines to support infill and redevelopment of existing urban areas. These initiatives should take place as part of a comprehensive planning framework that protects the quality of life in urban neighbourhoods and contributes to the development of a vibrant urban lifestyle.

Smaller Lots Prevail in the Capital Region

In cities across Canada and throughout North America, rising costs and demand for land are leading to smaller lot sizes and increased density in single family residential areas. But it's not just families who are seeking homes in these denser communities. According to Master Builder Magazine, couples without children, singles and retirees represent a growing market segment with preference for detached, small-lot homes.²

So why the interest? In addition to greater affordability, this new development pattern can offer advantages ranging from preservation of green space, closer proximity to services, and greater transit efficiency.

Given Greater Victoria's position as the third most expensive housing market in Canada, as well as a population with 20% or more aged 65 and older, the Capital Region is a likely location for small-lot, single detached housing development. So is this the case?

An analysis of BC Assessment Authority (BCAA) data shows that in the Victoria CMA only 2.5% of detached homes were built on lots less than 4,000 sq ft (370 sq m) in the period from 1991 to 2003, in contrast to 11% built in the Vancouver CMA over the same time period.

While some of this difference may be attributed to a lack of policy incentives, it should be noted that small lot development in the Victoria CMA occurred almost exclusively in areas where land prices were at a premium. However, if we look at 7,500 sq ft (670 sq m) as the cut-off for small lots, from 1991 to 2001 the share of single detached houses built on small lots has increased from 26% to 47%. So rather than lagging behind Vancouver, Victoria appears to be at a different juncture along a similar path. With continued regional commitment to an urban containment boundary, market forces will likely encourage increasing levels of small-lot single detached housing development in Victoria.

² "Small Lot Development Trends is Vital to Our Region", Master Builder Magazine, July 2003.

Protect the Integrity of Rural Communities

Rural communities in the CRD have a critical role to play in the livability of the region as they provide recreation opportunities, wildlife habitat, prime agricultural and forestry lands, ecological values and a scenic backdrop for the region. Agriculture is a principal component of the rural economy and a healthy agricultural sector is a determinant of the ability to maintain properties in the productive land base.

What does the data tell us?

Agriculture showing signs of decline

- ✗ The net change in the ALR between 2001 and Dec. 2004 was a loss of 228.9 ha of land, resulting in a total remaining area in the GMPA of 12,940.8 ha. Statistics Canada reported that gross farm receipts declined from \$54 million in 1995 to \$46 million in 2000. [This data should be interpreted with caution. See footnote³]

Where do we need to go?

Communities can help protect rural areas by strengthening policies in OCPs that:

- Ensure the long-term protection of renewable resource lands, and buffer them from non-compatible adjacent uses.
- Support farming within the Agricultural Land Reserve and silviculture within productive forest lands.
- Limit rural subdivision and development to the establishing designated capacity levels.

Protect Regional Green and Blue Spaces

The Capital Region has a rich inheritance of natural lands and waters of great beauty and biophysical diversity as well as some of the rarest and most threatened ecosystems in Canada. Conservation of biological diversity is a national priority that requires effort from all jurisdictions. Protecting these areas also contributes to the quality of life in the region by providing opportunities for

³ Several high-value poultry and dairy farms (most notably in Capital H) which reported in the 1996 Census of Agriculture, did not report in 2001, partially explaining the apparent decline in productivity. These farms may have discontinued operations. In the CRD overall far fewer farms reported in 2001 than in 1996, and a smaller area of land was under cultivation. It is important to note that the data may be affected by a number of factors: errors can arise at virtually every stage of the Census process. This point is particularly evident when dealing with relatively small geographic areas representing small numbers of farms.

recreation, a scenic backdrop for the urban core, and the ability to experience wilderness in proximity to where we live.

What does the data tell us?

Significant increase in the protected area of the Sea to Sea Green/Blue Belt

- ✓ The Regional Growth Strategy has established the target of achieving 100% protection of the Sea-to-Sea Green/Blue Belt by 2011. Between 2001 and 2004, the total protected area (as park or ecological reserve) within the Sea-to-Sea Green/Blue Belt increased from 6,229 to 7,911 ha.

Rapid loss of sensitive ecosystems in unprotected areas

- ✗ While 80ha of the Unprotected Green Space Policy Area was protected from 2001 to 2004, Environment Canada reported a loss of 1,003 ha of land in the Sensitive Ecosystems Inventory over the previous 8 years.

Where do we need to go?

Much of the unprotected green space policy area is on private land, requiring a cooperative arrangement with individual owners to develop conservation strategies. Several non-governmental organizations in the Capital Region have been instrumental in arranging conservation covenants, purchasing land for conservation, and raising awareness for ecological values. The CRD intends to continue working with its member municipalities, land owners and community groups to strengthen conservation programs for unprotected lands.

Manage Natural Resources and the Environment Sustainably

The RGS establishes a vision for the region as a sustainable society – one that:

- Uses resources efficiently.
- Conserves non-renewable resources.
- Reduces waste discharges below the assimilative capacity of the environment.
- Gives priority to options that maintain ecosystem health and support the ongoing ability of natural systems to sustain life.

Failure to implement sustainable patterns of consumption can increase the risk of resource shortages and environmental contamination, as well as compromise the quality of life for future generations.

What does the data tell us?

Progress has stalled in water use reduction and solid waste diversion

- ✗ Despite conservation efforts, disposal of solid waste has remained around 400kg/person/year since 1998 with small increases in recent years. Water consumption per capita has remained relatively constant over the last four years.

Information is not available yet on several critical indicators

- ✓ CRD Environmental Services is initiating an integrated community energy planning process to address energy consumption, air quality and greenhouse gas emissions. Indicators will be reported on these initiatives when data is available.

Where do we need to go?

RGS partners should continue to work together to reinvigorate the process of reducing solid waste disposal and water consumption. Over 30% of the solid waste stream consists of organic material that could be composted. The CRD's Solid Waste Advisory committee will explore options related to regional composting in 2005. CRD Water Services has a number of conservation initiatives underway. Please visit www.crd.bc.ca/water for details.

Victoria Harbours Atlas

The Harbours Atlas is a comprehensive, web-based mapping and information tool for the harbour areas and their watersheds. It is meant for use by anyone interested or involved in land use planning or stewardship in these areas.

The goal of the Harbours Atlas is to promote and aid in well-informed, responsible and sustainable land and water use decision making. This will, in turn, have positive, long-term effects on the protection and restoration of harbour areas and the terrestrial habitat and natural areas within the watersheds that drain to the harbour. Its purpose is to assist with the environmental management of these harbours and watersheds by providing ecological and land or water use information to:

- Aid in land and water use decisions.
- Support actions to protect against further habitat degradation in the harbours and their watersheds.
- Improve the effectiveness of efforts to restore and enhance harbour and watershed ecosystems.

Users of the Harbours Atlas can locate and describe environmental and land-use features in relation to property boundaries, road networks and other information. By highlighting the location of important watershed and harbour features, the Atlas functions as an excellent flagging device, informing municipal engineers, planners, developers and environmental groups that further study of a proposed development or activity may be required.

To view the atlas, please visit www.harboursatlas.ca.

Build Complete Communities

Complete communities offer a range of housing options in proximity to employment, retail and services. The construction of higher-density, multi-family housing forms in urban areas with existing commercial space is a method of improving community completeness.

What does the data tell us?

Multi-family housing forms increasing as proportion of overall housing stock

- ✓ In 2004, 54% of all new dwellings were higher density forms (semi-detached, townhouses, and apartments) up from 47% in 2001.

Higher-density forms of housing are associated with more efficient land use patterns: less land is consumed for each unit constructed, resulting in:

- Improved housing affordability.
- Enhanced opportunities for public open space.
- Less development pressure on rural communities.
- Less sprawl.
- Urban renewal and its associated economic opportunities.

Where do we need to go?

The development of major centres is a critical component of the RGS for complete communities. The RGS envisions a network of eight major centres and the metropolitan core as the focus of urban development. These mixed use centres will give pedestrian access priority and be connected with other centres by express transit. Each of the municipalities with centres will be including a commitment to initiate a major centre planning process in the Regional Context Statements due in August 2005.

Improve Housing Affordability

Affordable housing for both renter and owner households is a critical component of quality of life in the region.

What does the data tell us?

Affordability gap has increased to 2000 level

- ✗ After an improvement in the affordability gap⁴ in 2001 & 2002, it rose sharply in 2003 to \$28,359.

⁴ Affordability Gap: the difference between the income required to purchase an average house and average income.

Rental unit vacancy rate has fallen below the national average.

- ✗ The vacancy rate in the Victoria CMA has fallen below the Canadian average to 0.6% in 2004. In addition, 28.7% of all renter households were in core housing need in 2001, indicating a critical shortage of affordable rental housing.

Income data is not available for 2004, a period of both strong economic growth and sharply rising real estate prices. It is unknown how the affordability gap may have changed over this period, but it will be important to keep an eye on it as dramatic changes may occur.

The shortage of suitable rental units is a critical, ongoing problem.

Where do we need to go?

Land use efficiency, particularly the development of higher-density forms, permission for secondary suites and provisions for inclusionary zoning – a method of supporting non-market housing construction as part of larger developments – can help increase the overall supply of housing and improve affordability.

Increase Transportation Choice

The RGS seeks to develop a balanced and sustainable transportation system, providing residents with affordable options that enhance the quality of life in the region. In particular, the RGS proposes enhanced support for pedestrian and bicycle facilities, ride-sharing and land use patterns that support the development of rapid transit.

What does the data tell us?

Total and per capita transit trips increasing

- ✓ From 1994 to 2004, per capita average annual transit ridership increased from 52.1 to 58.6, partially due to the U-Pass.

The proportion of journey to work trips by transit, cycling and walking is increasing

- ✓ Journey to work trips are close to meeting the RGS targets:
 - Transit: 9.7%
 - Cycling: 4.8%
 - Walking: 10%

Alternative transportation modes in the Central Business District are on target

- ✓ Non-auto mode share within the CBD is 66.9%.

Where do we need to go?

The Capital Region is one of the leading Canadian jurisdictions in alternative transportation; however, significant improvements can still be made, further enhancing the quality of life for residents. The targets for transportation mode share will be revised during the Five-Year review of the RGS, with a view to raising them where appropriate.

Strengthen the Regional Economy

What does the data tell us?

Workforce is strong

- ✓ Baseline figures show a workforce that is diverse, with a higher proportion of part-time workers among comparable sized urban regions, with a relatively low unemployment rate

Small firms dominate the economy

- ✓ See Indicator SRE-6, Appendix A

Poverty continues to be a critical problem in the region

- ✗ Approximately 14% of residents are low income earners

Where do we need to go?

While the regional economy is strong, there is still a strong disparity in income levels and poverty continues to be a critical problem. The CRD and member municipalities should work together to explore options for poverty reduction and social sustainability.

Looking Forward

In 2005, several important implementation initiatives of the RGS will be finalized:

- The transportation, economic and housing sub-strategies will be submitted to the Board for adoption.
- Regional context statements will be submitted to the Board for acceptance by August.
- A process to review, amend and adopt the Master Implementation Agreement will be initiated.

In addition, Regional Planning Services will participate in the development of other implementation agreements related to environmental service delivery, integrated watershed planning, air quality monitoring and energy efficiency.

The RGS interim update will be undertaken in 2006. This process will update the RGS to include a Regional Urban Containment and Servicing Area Boundary for Sooke, Memorandum of Understanding changes for Oak Bay and View Royal, incorporate revisions that arise from the three sub-strategies, and other incidental amendments.

Several other key parallel initiatives will be undertaken in 2005, including the Parks Master Plan update, the Community Energy Plan, and the development of a regional composting bylaw.

Appendix A: Monitoring Program Indicators

Context

CTX-1: Population Growth

Description—

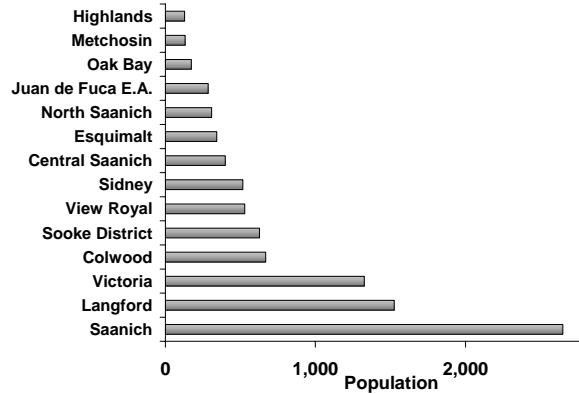
Size of population and population change on an annual basis for the Growth Management Planning Area (GMPA), member municipalities, and Juan de Fuca Electoral Area.

Status

The total population within the GMPA increased from 320,000 in 2001 to an estimated 329,600 in 2004, an increase of 3%.

Source: CRD Regional Planning Services

Change in Population by Municipality, 2001 - 2004



CTX-2: Average Annual Population Growth Rate

Description

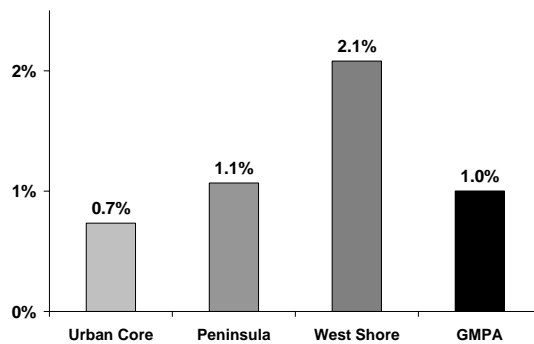
This context indicator documents the average annual population growth rate for the subregions and the GMPA since 2001.

Status

The average annual growth rate for the GMPA was 1.0% between 2001 and 2004. The West Shore had the fastest population growth rate, averaging an estimated 2.1% on an annualized basis between 2001 and 2004. On an annual basis, the population of the GMPA increased by an average of 3,200 people/year.

Source: CRD Regional Planning Services

Average Annual Population Growth Rate by Subregion, 2001 - 2004



CTX-3: Population Growth from net migration and net natural increase

Description

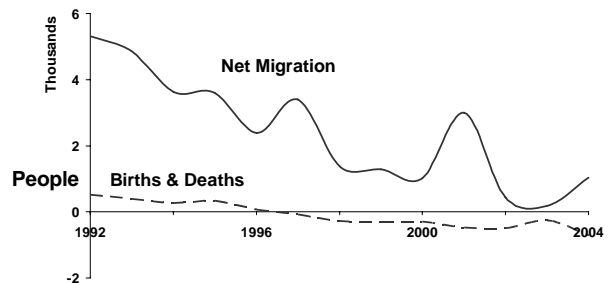
This indicator measures the annual population growth from net migration and net natural increase.

Status

Over the last decade, population growth from net migration has gradually declined from over 5,000 people annually (from 1992-1993) to 1,025 in 2004. Net natural increase (i.e: change from birth & deaths) has been negative since 1996-97, and has been steadily declining.

Source: BC Stats, P.E.O.P.L.E. 29.

Population Growth from Net Migration and Natural Increase, VMA.



1 Keep Urban Settlement Compact

USC-1: Share of New Dwelling Units Located within City of Victoria and Subregions

Description—

This indicator measures the annual and cumulative share of net new dwelling units located within the City of Victoria and each of the subregions. Net new dwellings are defined as housing completions less demolitions.

Targets

Accommodate a minimum of 15% of the region's cumulative new dwelling units within the City of Victoria to 2026 from the baseline year.

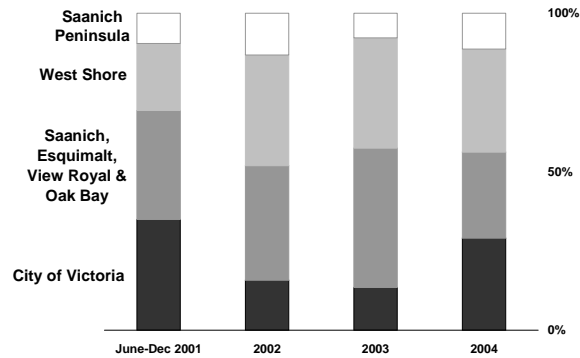
Status

Of the 4,451 net new dwelling units constructed in the GMPA from June 2001 to Dec. 2004, the cumulative share located within the City of Victoria was 22%, exceeding the target of 15%.

In 2004, 29% of the annual new dwelling units constructed were located in the City of Victoria, up from 13% in 2003.

Source: CMHC, CRD Regional Planning Services, and member municipalities

Annual Share of New Dwelling Units by Subregion



Total Number of New Dwelling Units by Year in the GMPA

Jun-Dec. 2001	472
2002	1,124
2003	1,248
2004	1,607

USC-2: Share of New Dwelling Units Located Inside the Regional Urban Containment and Servicing Policy Area

Description

This indicator measures the spatial distribution of the annual and cumulative share of net new dwellings located within the Regional Urban Containment and Servicing Policy Area (RUCSPA) since 2001.

Target

Accommodate a minimum of 90% of the region's cumulative new dwelling units within the RUCSPA between 2001 and 2026.

Status

Between June 2001 and 2004, approximately 90% of the region's cumulative new dwelling units were located within the RUCSPA, matching the target level. [Status requires

updating after District of Sooke defines its urban containment boundary.]

Source: CMHC, CRD Regional Planning Services, and member municipalities

Annual Share of New Dwellings Located Inside RUCSPA

June-Dec 2001	89%
2002	87%
2003	91%
2004	90%

USC-3: Share of Population Growth Located Inside the Regional Urban Containment and Servicing Policy Area

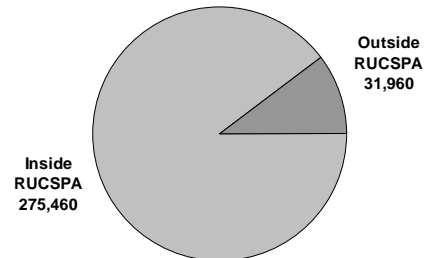
Description

This indicator measures the 5-year share and cumulative share of the population growth that is located within the RUCSPA since 2001.

Status

In 2001, 89.6% of the total population of the Growth Management Planning Area was located within the RUCSPA. The values for share of population growth accommodated within the RUCSPA since 2001 cannot be calculated until data from the 2006 Census is released.

Share of Total Population Located Inside the RUCSPA, 2001



Source: Statistics Canada, Census of Canada

USC-4: Dwelling Density Within Urbanized Area

Description

This indicator measures gross dwelling density within the urbanized area, which is an indicator of land use efficiency.

Status

In 2001, the number of dwellings per hectare was 9.5 in the urbanized portion of the RUCSPA; 2.1 in urbanized areas outside the RUCSPA; and 0.71 in the GMPA.

Location	Dwellings per Hectare	Total Dwellings
Urban - Inside RUCSPA	9.5	116,795
Urban - Outside RUCSPA	2.1	2,444
GMPA	0.7	139,260

Source: Statistics Canada, Census of Canada

USC-5: Increase in Urbanized Land Area

Description—

This indicator tracks the increase in urbanized land area both inside and outside the RUCSPA. Ideally, all urban growth occurs inside the RUCSPA, and the percent change in urban areas should be equal to or less than the percent change in population, indicating an efficient use of greenspace.

Status

In the baseline year 2001, 12,307 ha of land were identified as urbanized within the RUCSPA, and 1,167 ha of land outside the RUCSPA (not including the airport lands). The latter figure includes 319 ha of land in Sooke, where no RUCSPA has yet been defined, 766 ha in North Saanich and 31.8 ha in Saanich (excluding the Hartland Landfill).

Source: CRD Regional Planning Services

USC-6: Net Change in Land Area of the Regional Urban Containment and Servicing Policy Area

Description

This indicator measures the net change in the land area of the RUCSPA. The amount of land in the RUCSPA is designed to accommodate population growth in the region to approximately 2026. Therefore, there should be little need to expand the RUCSPA to accommodate population growth over this time period.

Status

The land area of the RUCSPA is 16,420 hectares, or 8.4% of the GMPA. [Status requires updating once the District of Sooke defines its Regional Context Statement and it is accepted by the CRD].

Source: CRD Regional Planning Services

USC-7: Size of Lots for Single-Detached Homes

Description—

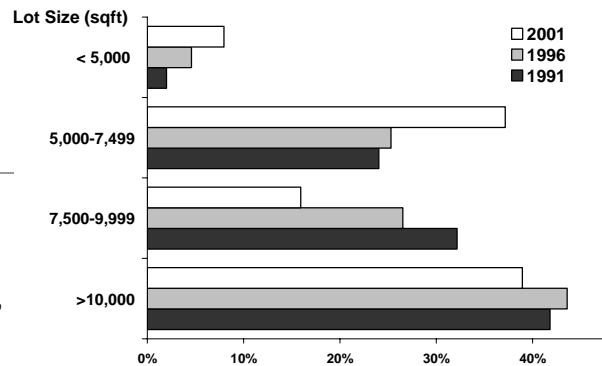
This indicator illustrates changes in the average size of lots with single-detached homes in the urban area which, in turn depicts changes in the size of land parcels used for single-detached homes.

Status

Smaller lot sizes are becoming increasingly common for new single-detached home construction. In 2001, roughly 47% of new single-family homes built within the RUCSPA were constructed on small lots (under 7,500 square feet), compared to 26% in 1991.

Source: British Columbia Assessment Authority

Average Single-Detached Lot Size within RUCSPA



USC-8: Serviced Land Area Outside the Regional Urban Containment and Servicing Policy Area

Description

This indicator measures the amount of land area that is serviced by water and/or sewer and is located outside the RUCSPA.

Source: CRD Regional Planning Services

Status

From the input data, which ranges from 2002-2004, the following land area outside of the RUCSPA was estimated as:

Serviced Land Area in the GMPA	
Water	9425 ha
Sewer	701 ha
Both	694 ha

USC-9: Share of Population and Dwelling Unit Growth Located within Major Centres

Description—

This indicator measures the share of new population and dwelling units that have located inside the Metropolitan Core and Major Centres since 2001. These areas are targeted to receive a higher share of growth and development under the Regional Growth Strategy.

Status

The Metropolitan Core and Major Centres have not yet been fully defined by the municipalities. After these are defined, data can be obtained to provide estimates of population and dwelling growth for this indicator.

2 Protect the Integrity of Rural Community

PRC-1: Net Change in Land Area of Agricultural Land Reserve

Description

This indicator measures the number of hectares of land excluded and included annually from the Agricultural Land Reserve (ALR) within the GMPA.

Status

The area of the ALR was reduced by 228.9 ha between April 2001 and Dec. 2004, resulting in a total area of 12,940.8 ha.

Source: Agricultural Land Commission

Summary of ALR Inclusions and Exclusions for the Capital Region, 2001-2004 (ha)

	2001	2002	2003	2004
Exclusions	0.8	200.8	7.2	21.0
Inclusions			0.1	

PRC-2: Gross Farm Receipts and Number of Farms by Gross Farm Receipt Category

Description

This indicator measures the total value of gross farm receipts by Census Consolidated Subdivision and the number of farms by annual gross farm receipt category. It provides an indication of the health of the agricultural sector based on economic returns to farm operators.

Status

In 2000, the total value of gross farm receipts generated by the 723 farms in the Growth Management Planning Area was approximately \$46 million, down from \$54 million in 1995. While the area of farmland increased by over 1000 ha over the same period, productivity, measured by gross farm receipts per unit area declined from \$6,636 to under \$5,000 per hectare.

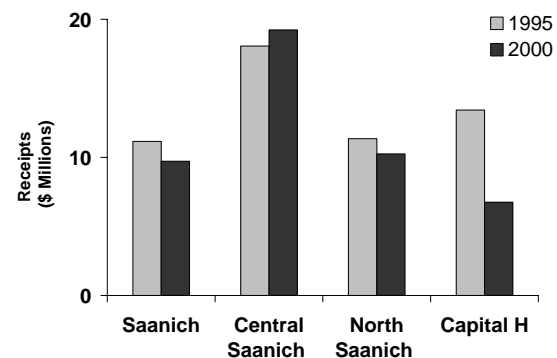
Of the 723 farms, 498 farms generated gross annual farm receipts of less than \$10,000. However, 96.2% of the gross farm receipts were generated by the remaining 225 farms with gross farm receipts over \$10,000.

Small farms (less than 2.2 ha) generated 3.2 times the gross farm receipts per hectare than large farms (4.2 ha and over).

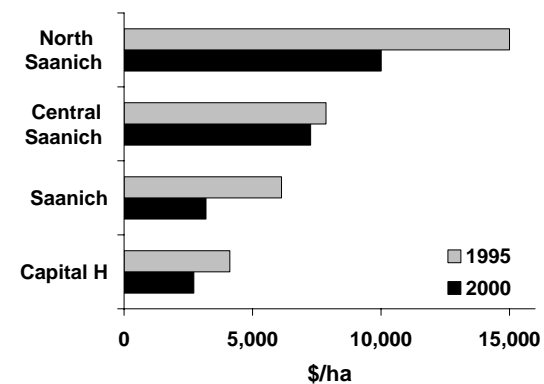
Notes: Capital H (Part 2) Census Consolidated Subdivision includes Highlands, Langford, Colwood, Metchosin Sooke, and Juan de Fuca Electoral Area. Saanich Census Consolidated Subdivision includes Saanich, Victoria, Esquimalt and Oak Bay. In 1995 Capital H (part 2) was represented by Capital B & D; however, the area covered by each is equivalent.

Source: Statistics Canada, Census of Agriculture

Productivity of Farmland: Gross Farm Receipts per Hectare, 1995 and 2000



Value of Gross Farm Receipts by Census Consolidated Subdivision



PRC-3: Share of New Dwelling Units Located Outside the Regional Urban Containment and Servicing Policy Area

Description

This indicator measures the spatial distribution of the annual and cumulative share of new dwellings located outside the Regional Urban Containment and Servicing Policy Area since 2001. Net new dwelling units are housing completions less housing demolitions.

Target

Accommodate a minimum of 90% of the region's cumulative new dwelling units within the RUCSPA to 2026. Conversely, this means to accommodate no more than 10% of the region's cumulative new dwelling units outside the RUCSPA to 2026 over the baseline year.

Status

From June 2001-2004, 442 new dwellings were constructed outside the RUCSPA, 10% of the total new dwellings constructed over this period. [Requires updating after District of Sooke defines its urban containment boundary].

Source: CMHC, CRD Regional Planning Services, and member municipalities

Annual Share of New Dwellings Located Outside RUCSPA	
June-Dec 2001	11%
2002	12%
2003	9%
2004	10%

3 Protect the Regional Green and Blue Spaces

GBS-1: Annual and Cumulative Parkland Acquisition

Description

This indicator measures the annual and cumulative area of parks and other protected areas within the Growth Management Planning Area (GMPA). These areas provide habitat and support biological diversity in the region.

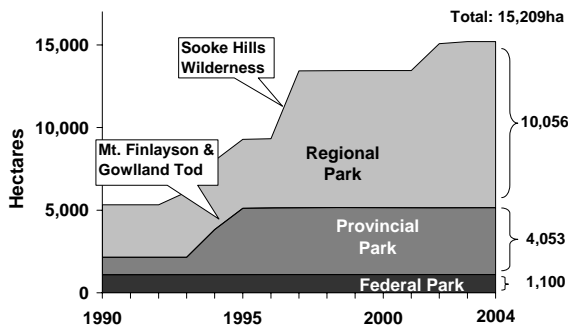
of land in ecological reserves (includes both marine and terrestrial). This area of parks represents approximately 7% of the land base of the GMPA. In addition, municipal parks, private lands that are held for conservation purposes, and the CRD Water Lands also play a role in providing habitat and afford a level of protection to wildlife.

Status

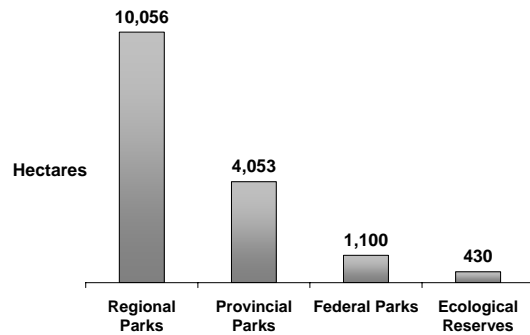
In 2004, there were 15,209 ha of land in regional, provincial and federal parks as well as 430 ha

Source: CRD Regional Parks

Area of Parkland in the GMPA by Type, 1990-2004



Total Land Area of Parks and Protected Areas in the GMPA, 2004



GBS-2: Percentage of Lands within the Sea-to-Sea Green/Blue Belt that are Protected

Description

The vision of protecting a continuous Sea-to-Sea Green/Blue Belt extending from Todd Inlet to Sooke Basin has been advocated by non-governmental organizations and the public sector over the last several decades. It has been endorsed and formalized through policies and initiatives in the Regional Green/Blue Spaces Strategy (1997), CRD Parks Master Plan (2000) and the Regional Growth Strategy.

Target

By 2011, achieve protection of 100% of the Sea-to-Sea Green/Blue Belt.

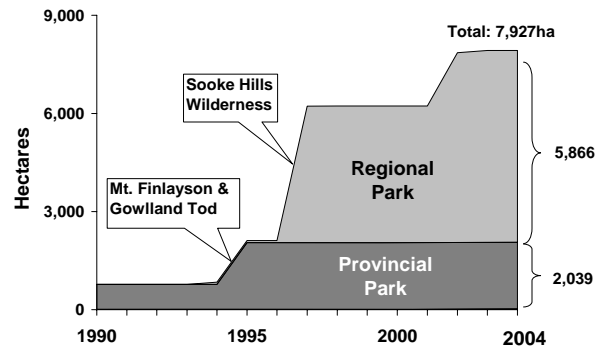
Status

Between 2001 and 2004, the total protected area (as park or ecological reserve) within the general area of the Sea-to-Sea Green/Blue Belt increased from 6,229 to 7,911 ha (including the lands that will be transferred to CRD Parks in April 2005 would increase this to 7,966

hectares). The final western boundary for the Sea-to-Sea Green/Blue Belt is being defined through the Sea-to-Sea Green/Blue Belt Planning Process, scheduled to be completed in 2005. After it is formally defined, it will be possible to calculate the percentage completion to measure progress towards the target.

Source: CRD Regional Parks

Protected Areas in the Sea-to-Sea Green/Blue Belt, 1990-2004



GBS-3: Total Length of the Regional Trail Network

Description

This indicator measures the total length of Regional Trail System completed. The vision for the Regional Trail System is to have approximately 390 km of regional trails in the Growth Management Planning Area. This indicator will track the realization of the vision of having a comprehensive regional trail system.

Target

By 2016, complete 100% of the Regional Trail Network.

Status

As of 2000, approximately 185 km of the regional trail system was completed, representing approximately 47% completion of the envisioned system.

Source: CRD Regional Parks

GBS-4: Protection and Disturbance of Lands in Unprotected Green Space Policy Area

Description

The Regional Growth Strategy includes a Sensitive Ecosystem Protection Policy Area that is based on work conducted by CRD Regional Parks and the Provincial Capital Commission through the Regional Green/Blue Spaces Strategy. This area contains major examples of the region's historical land-based ecosystems and the majority of areas identified in the Sensitive Ecosystem Inventory (a joint initiative of the provincial and federal governments). This indicator measures the amount of these lands that have been acquired for parkland purposes since 2001, as well as the amount lost to disturbance.

Status

In 2003, approximately 80 hectares of land was acquired for parkland in this designated area. This represents approximately 1% of the Unprotected Green Space Policy Area that has now been protected as parkland. The park additions were the Mount Work / Thetis Lake Regional Park Connection and Allman Municipal Park in the District of Sooke. At the end of 2003, the size of Unprotected Green Space Policy Area where the land is not protected as parkland was 8,102 hectares.

Source: CRD Regional Parks

Parkland Acquired in the Unprotected Green Space Policy Area since 2001

Category	Area
Unprotected Green Space, 2003	8,102 ha
Lost to Disturbance, 1994-2002	1,003 ha
Protected, 2001-2003	80 ha

4 Manage Natural Resources & the Environment Sustainably

MNR-1: Per Capita Disposal of Solid Waste

Description

This indicator states the amount of solid waste disposed annually on a per capita basis from residential and non-residential sources.

Target

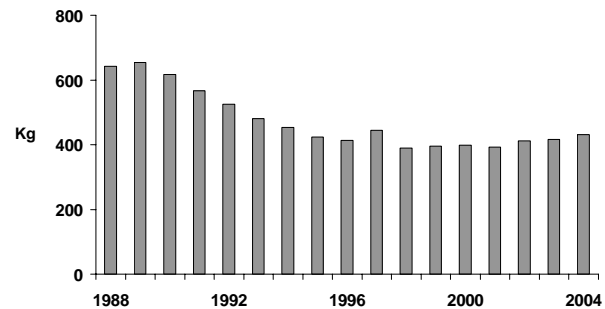
There are no targets in the adopted Regional Growth Strategy for this indicator. However, in 1989, the Government of British Columbia established a target to reduce per capita solid waste disposal by 50% by 2000, compared to 1990 levels.

Status

Per capita, the number of kilograms of solid waste disposed of annually has declined from over 600 kg/year/capita in 1990 to approximately 400 kg/year/capita in 1998 and remained relatively constant to the present year. In 2004, an average of 421 kg/year/capita of solid waste was disposed in the CRD.

Source: CRD Environmental Services

Per Capita Annual Disposal of Solid Waste in CRD



MNR-2: Average Per Capita Consumption of Potable Water

Description

This indicator measures the average daily consumption of potable water on a per capita basis for residential and non-residential uses.

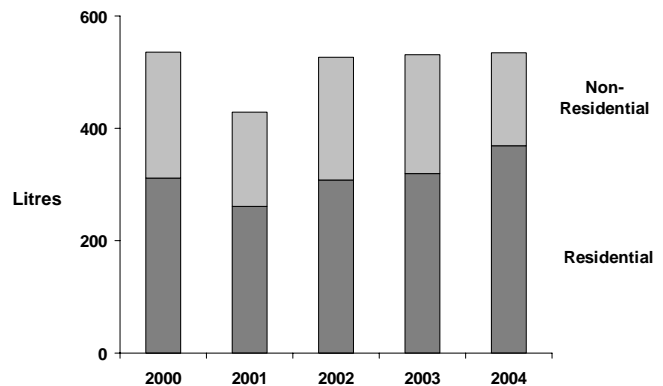
Status

Average per capita water consumption has remained steady since adoption of the RGS. Residential water usage accounts for more than half of the water used on a daily per capita basis. In 2004, 369.1 litres/capita/day of water was consumed for residential uses and 534.9 litres/capita/day of water was consumed for all uses. Total demand in 2004 was 42.6 billion litres.

Note: Low consumption in 2001 is due to stage 3 water use restrictions.

Source: CRD Water

Average Daily Per Capita Consumption of Potable Water



MNR-3: Air Quality Index

Description

This indicator, once developed, will show trends in ambient air quality through air quality monitoring stations.

Status

An Air Quality Index is being developed through CRD Environmental Services and should be available for reporting in future years.

MNR-4: Average Per Capita Energy Consumption

Description

This indicator will measure the per capita amount of energy that is consumed in the region for residential, commercial, institutional, transportation, and other sectors by different fuel types. It is an indicator of the efficient use of natural resources.

Status

CRD Environmental Services is initiating an integrated Community Energy Planning process in 2005. This initiative may result in additional energy, air quality, and greenhouse gas emission indicators being developed and estimates conducted that could be used for reporting in the CRD's Regional Growth Strategy monitoring program.

Source: CRD Environmental Services

MNR-5: Greenhouse Gas Emissions from Transportation

Description

This indicator will report on the greenhouse gas emissions generated by road transportation vehicles in the region.

Status

CRD Environmental Services is initiating an integrated Community Energy Planning process in 2005. This initiative may result in additional energy, air quality, and greenhouse gas emission indicators being developed and estimates conducted that

could be used for reporting in the CRD's Regional Growth Strategy monitoring program. The Transportation Association of Canada's Urban Transportation Indicators Survey indicates that this value was approximately 1,704 tonnes of carbon dioxide per capita in the main urban area of the region in 2001.

Source: CRD Regional Planning Services and Transportation Association of Canada's Urban Transportation Indicators Survey

MNR-6: Percent of Land Area with a Watershed Management Plan in Place

Description

This indicator reports the percentage of the Growth Management Planning Area that has a watershed management plan in place, an indicator of sustainable resource management.

Status

From 2001-2002, 8.5% of the GMPA had a watershed management plan in place. In 2003, the Bowker Creek Watershed Management Plan was completed, bringing the total up to 9.2%. In all, Bowker, Millstream, Craigflower and Durell, as well as the CRD Water Lands had a watershed management plan in place in 2004.

5 Build Complete Communities

BCC-1: Share of New Dwellings by Structural Type

Description

This indicator measures the annual and cumulative share of new dwelling units located within the City of Victoria and each of the subregions. It measures net new dwellings, which are defined as completions less demolitions.

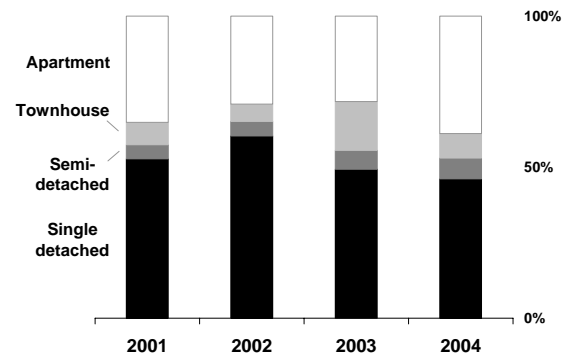
Status

From 2002 to 2004, the share of new dwelling units completed that were single-detached decreased from 60% to 46%. In 2004, there were 8% townhouses completed, 39% apartments, and 7% semi-detached and other housing types. The cumulative share of single-detached units since 2001 was 51%.

A total of 1,607 new units were constructed in 2004.

Source: CMHC, member municipalities, and CRD Regional Planning Services

Percentage Breakdown Annually by Housing Type



BCC-2: Percentage of Labour Force Living and Working in Same Subregion

Description

This indicator estimates the percentage of the employed labour force that live and work within the same subregion. The concept of employment and labour force balance is a central theme in building complete communities. The degree to which workers live in proximity to their jobs directly influences transportation demand patterns and is a significant indication of a community's "completeness."

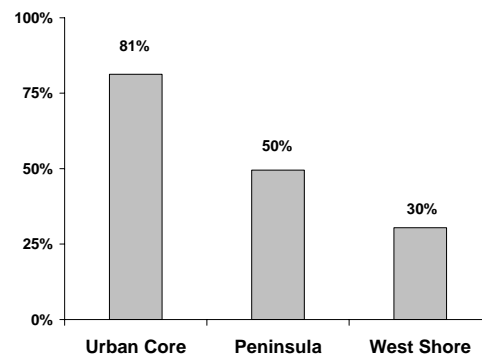
Status

In 2001, there were 152,255 employed residents in the GMPA. Of the employed residents of each subregion, the share that also worked in the same subregion was:

- 81% in the Urban Core,
- 50% in the Peninsula, and
- 30% in West Shore.

Source: Statistics Canada, Census of Canada

Percentage of Employed Labour Force Living and Working in Same Subregion, 2001



BCC-3: Jobs-Population Balance

Description

This indicator measures how well each of the subregions balances employment and the population age 15 and over that lives within the subregion. Where there is a balance in the supply between jobs and population, this is an indication of “completeness” for a community. A balance between jobs and population is important to ensure that there are employment opportunities close to where people live.

Target

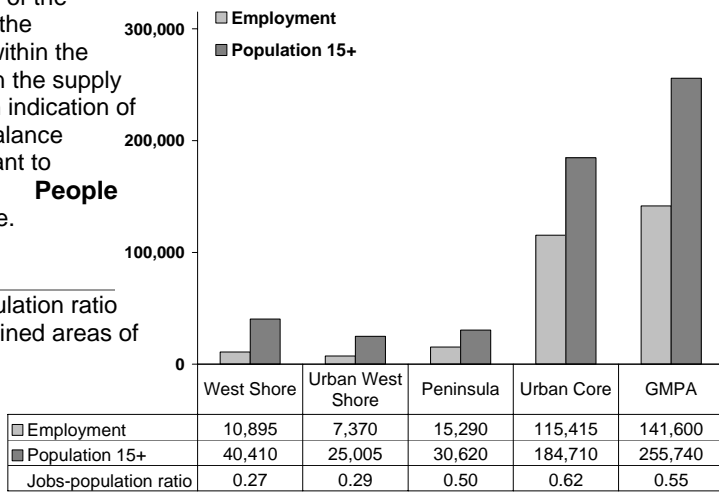
By 2026, achieve a minimum jobs/population ratio of 0.35 in the urban West Shore (combined areas of Colwood and Langford).

Status

In 2001, the Urban Core had the highest jobs/population ratio at 0.62 followed by the Saanich Peninsula at 0.50. The West Shore had a jobs-population ratio of 0.27. For the combined areas of Colwood and Langford, the jobs-population ratio was 0.29.

Source: Statistics Canada, Census of Canada

Total Population 15+ Living and Working and Employment/Population 15+ Ratio by Subregion, 2001



BCC-4: Share of Total Dwelling Units within Walking Distance of a Commercial Centre

Description

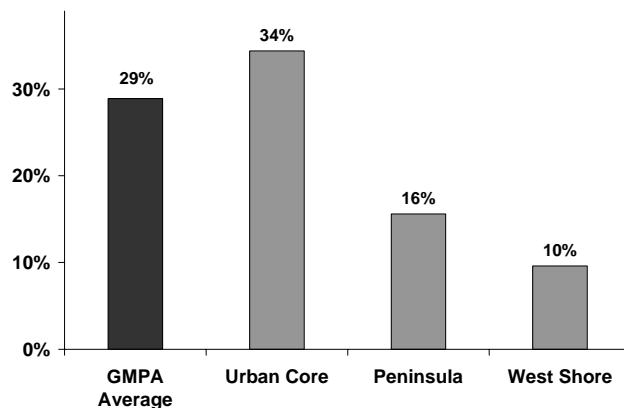
This indicator measures the percentage of the total dwelling units that are within walking distance of a village commercial centre that provides a selection of services required for daily living, as well as a full-service grocery store.

Status

Baseline data for 2001 indicates that of the 133,780 dwellings in the GMPA, an estimated 28.9% are within walking distance of a commercial centre. The highest proportion is in the Urban Core at 34%, while the Peninsula and West Shore are at 16% and 10%, respectively.

Source: Statistics Canada, Census of Canada, & CRD Regional Planning Services.

Percent of Dwellings within Walking Distance of a Commercial Centre, 2001



BCC-5: Average Home-Work Trip Distance

Description

This indicator measures the length of the average home-work trip distance for commuters.

Status

In 2001, the average home-work trip distance was 8.7 kilometres.

Source: CRD Regional Planning Services.

6 Improve Housing Affordability

IHA-1: Percentage of Households in Core Housing Need

Description

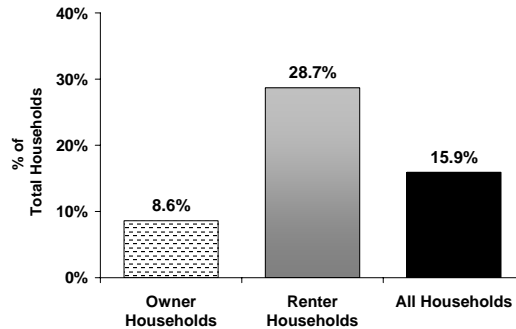
This indicator measures the percentage of households in core housing need in the GMPA. Core housing need is defined as a household that spends 30% or more of gross income on shelter.

Status

In 2001, 16%, or 20,370 households in the GMPA spent 30% or more of their gross income on shelter. Over 28% of renter households were in core housing need. In contrast, less than 9% of owner households were in core housing need.

Source: Statistics Canada, Census of Canada

Percentage of Households Spending 30% or more of their Gross Income on Shelter in the GMPA, 2001



IHA-2: Required Average Income to Purchase an Average Starter Home, Victoria CMA

Description

This indicator illustrates the income affordability gap in purchasing an average starter home in the Victoria Census Metropolitan Area. The affordability gap shows the difference between the required income to purchase a starter home (in a given year) with the average available family income.

Status

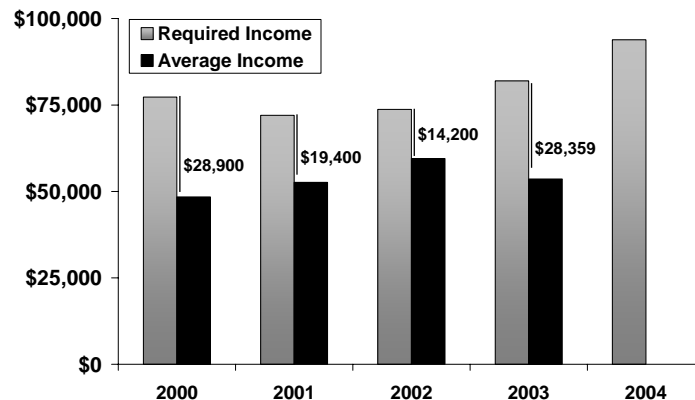
In 2000, the average Victoria CMA starter home cost \$251,400 and required a family income of \$77,300 to carry the financing. In the same year, the average income for all economic families was

\$48,800 - resulting in an income affordability gap of \$28,500. Less than 25% of regional families earned sufficient income in 2000 to purchase an average starter home. In 2001-2002, the combined influence of strong family income growth and low interest rates improved housing affordability; however, in 2003 the gap jumped to \$28,359. As income data is not yet available for 2004, the current affordability gap is unknown.

Note: Income data not yet available for 2004.

Source: CMHC; Statistics Canada, Census of Canada

Required Average Income to Purchase an Average Starter Home and the Affordability Gap in the Victoria CMA, 2000-2004



IHA-3: Consumer Price Index for Shelter

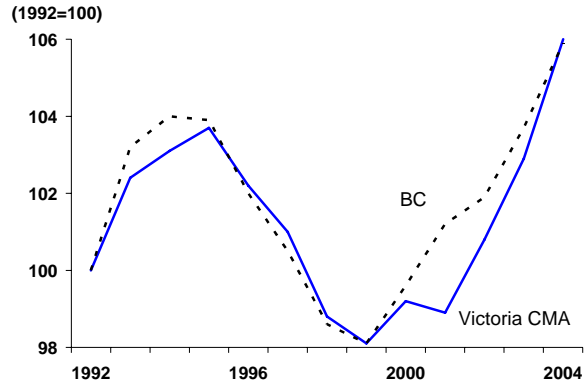
Consumer Price Index for Shelter in Victoria CMA and BC, 1992-2004

Description

This indicator compares the Consumer Price Index (CPI) for shelter in the Victoria Census Metropolitan Area (CMA) with all of BC. The CPI measures the percentage change in cost of purchasing a particular set of goods (in this case shelter) over a specified period of time. Change in cost of a set of goods is only due to price movements.

Status

The CPI for Victoria closely follows the shelter index for BC. In the early 1990's and from 2000-2003, the Victoria CMA Shelter CPI was lower than the CPI for the province. At the end of 2004, the CPI for shelter in Victoria is 106.0.



Notes: The Base Year for the current CPI is 1992, which is set to a reference value of 100.

Source: Statistics Canada, Consumer Price Index

IHA-4: Existing and New Stock of Rental Units

Description

This indicator measures the number of existing and new rental units, including rented condo units, in the Victoria Census Metropolitan Area. Rental units are a critical component of the Region's affordable housing stock; tracking the rental stock and construction of new units allows monitoring of this component of the Region's housing.

Status

In 2001, the rental stock of housing in the Victoria Census Metropolitan Area was 24,544 units. Since then, the stock has declined by 158 units.

Source: Statistics Canada, Census of Canada; CMHC; CRD Regional Planning Services; and member municipalities

IHA-5: Rental Unit Vacancy Rate

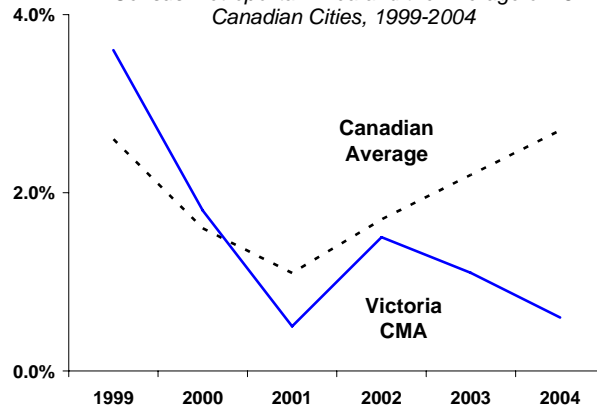
Description

This indicator measures the rental vacancy rate in the Victoria Census Metropolitan Area over time. The rental vacancy rate is an indicator for housing supply and housing affordability in the region.

Status

From 2001 to 2004, the rental vacancy rate has fallen below the average of 28 Canadian cities. In 2004, the vacancy rate was 0.6% in the Victoria CMA.

Comparison of Vacancy Rates between Victoria Census Metropolitan Area and the Average of 28 Canadian Cities, 1999-2004



Source: CMHC

7 Increase Transportation Choice

ITC-1: Total and Per Capita Transit Ridership

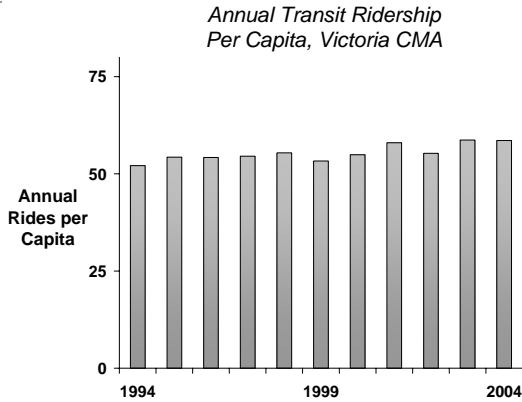
Description

This indicator measures the total number of transit trips per year and the number of transit rides per capita. This indicator provides an indication of trends in transit's market share.

Status

The total number of transit trips in 2003/04 was 19,349,734, or 58.6 transit rides per capita, significantly higher than 10 years ago when it was 52.1 transit rides per capita. Transit ridership has jumped over the last few years, partially due to the introduction of the U-Pass.

Source: BC Transit



ITC-2: Total and Per Capita Insured Passenger Vehicles

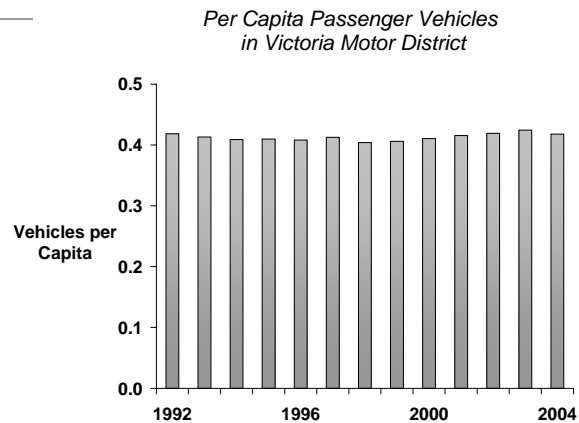
Description

This indicator measures the total and per capita insured passenger vehicles.

Status

In 2004, there were 137,705 insured passenger vehicles in the GMPA, an increase of 10% since 1992. Per capita, the number has remained relatively constant at approximately 0.41, while the population has increased by approximately 9%.

Source: Motor Vehicle Branch, ICBC



ITC-3: Percentage of Journey-to-Work Trips by Mode

Description

This indicator measures the breakdown of journey-to-work trips by transportation mode. It shows the diversity in transportation choices in the region for commuter travel.

Note: For a definition of Urban Core and Victoria CMA, see Glossary.

Source: Statistics Canada, Census of Canada

Target

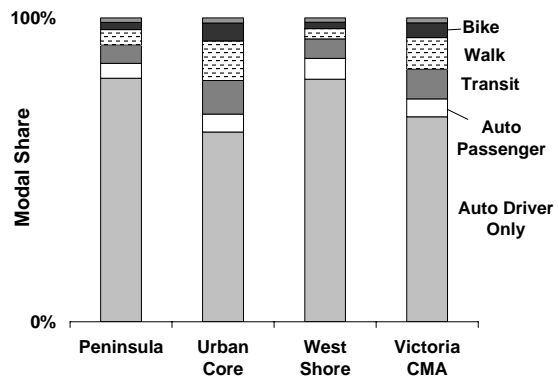
By 2026, achieve a minimum region-wide transit mode share of 15% for journey-to-work trips. By 2026, achieve a minimum cycling mode share of 10% within the Victoria CMA for journey-to-work trips and 15% for the combined areas of Victoria, Oak Bay, Esquimalt, and urban Saanich.

Status

In 2001, of the 145,000 employed persons in the Victoria CMA, 73.3% of them rode to work in cars, trucks or vans as a driver or passenger; 9.7% by public transit (about two-thirds of the way to the target level); and 4.8% by bicycle.

In the combined areas of Victoria, Oak Bay, Esquimalt, and Saanich, 6.0% of journey-to-work trip were made by bicycle, 10% by walking and the remaining 1.6% by other modes. The Urban Core had the highest share of the population walking, cycling, and using transit at 30%, compared to 25% for the whole GMPA.

Percentage of Journey-to-Work Trips by Transportation Mode for Subregions and Victoria CMA, 2001

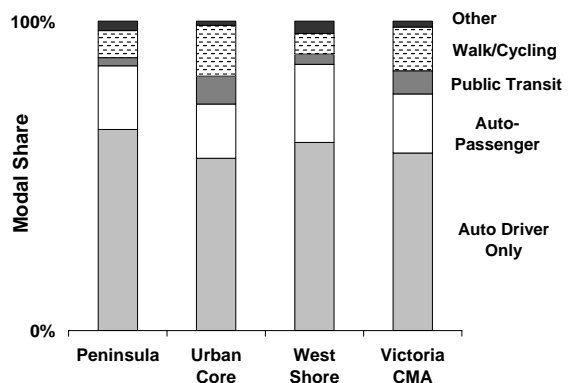


ITC-4: 24 Hour Modal Transportation Share

Description:

This indicator measures the overall proportion of walking, cycling, transit and auto trips by subregion and for the Victoria CMA over a 24 hour period on a typical weekday.

Percentage of 24 Hour Trips by Transportation Mode for Subregions and Victoria CMA, 2001



Status

In 2004, a total of 1,172,080 trips per day were made within the Victoria CMA. 76.5% of all trips were made by automobiles, either as a passenger or a driver. Walking and cycling accounted for 14.1% of all trips. Approximately 7.5% of trips were made by transit and 1.9% were made by other transportation modes. The highest portion of trips made by walking, cycling, and transit was in the Urban Core.

Source: CRD Regional Planning Services

ITC-5: Percent of Travel by Walking, Cycling, Transit or Ride-Sharing in PM Peak Period

Description

This indicator measures the overall proportion of person trips by primary modes -- walking, cycling, transit or ride sharing -- during the PM peak period (3 pm to 6 pm weekdays). These trips are made by modes other than by single-occupant vehicle (SOV) where the vehicle is only occupied by one person – the driver.

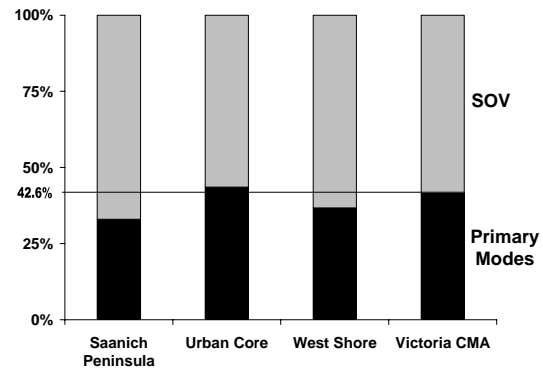
Status

In 2001, 136,730 or 42.6% of all trips in the PM peak period in the Victoria CMA were made by primary modes of transportation.

Notes: The total excludes trips reported as “other” (2%)

Source: CRD Regional Planning Services

Percentage of Trips by Primary Modes and Single occupant vehicle (SOV) in PM Peak Period (3pm to 6 pm) in the Victoria CMA, 2001



ITC-6: Non-auto Modal Shares to, from and within the Central Business District

Description

This indicator measures the proportion of the primary method of travel for trips of all purposes to, from and within Victoria's Central Business District (CBD) and the share of these trips that are made by non-auto modes. This indicator measures the trips during the PM peak period (3 pm to 6 pm weekdays). The Central Business District is a market well suited to non-auto modes. Since central business districts tend to have a limited supply of parking and there is traffic congestion, non-auto modes can be competitive in terms of travel time and cost.

Target

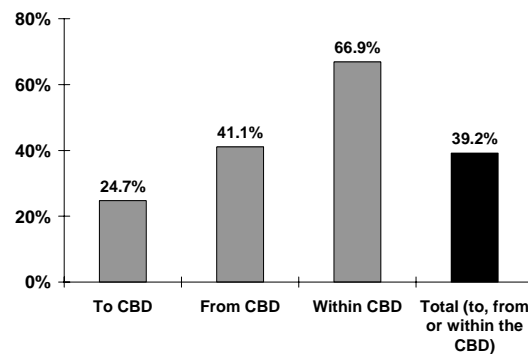
By 2026, achieve a minimum PM peak period mode share by non-auto modes of 40% for trips to, from and within the Metropolitan Core (similar to Central Business District).

Status

In 2001, 39.2% of trips to, from and within the Central Business District were made by non-auto modes, just shy of the target and up significantly from 31% since 1996.

Source: CRD Regional Planning Services

Non-Auto Modal Share for Trips to, from or within the Central Business District (3 pm to 6 pm), 2001



Total Trips	
To CBD	20,073
From CBD	40,720
Within CBD	5,268
Total (to, from or within the CBD)	55,524

ITC-7: Per Capita Vehicle-kilometres Traveled on a Typical Weekday

Description

This indicator measures the number of vehicle-kilometres traveled per capita over a 24 hour period on a typical weekday within the Victoria CMA. The indicator excludes travel on public transportation vehicles.

Status

In 2001, the average per capita vehicle-kilometres traveled on a typical weekday was 15.3.

Source: CRD Regional Planning Services

ITC-8: Length of Cycling Infrastructure

Description

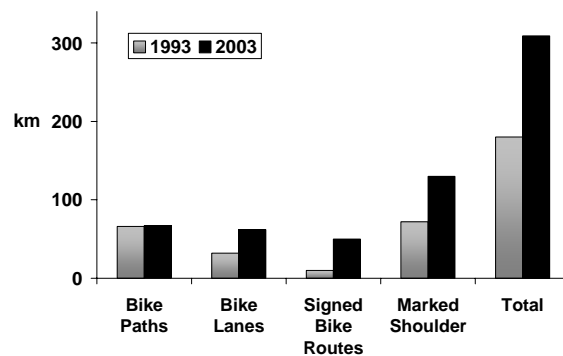
This indicator measure the length of designated linear cycling infrastructure facilities, including multi-user separated pathways, bike lanes, and signed bike routes. While cycling is legally allowed on all roadways within the Capital Region, cycling infrastructure can increase the perceived and actual safety of cycling, comfort level of cyclists, and convenience of cycling in the region.

Status

In 2003, there were 67 kilometres of multi-user separated pathways and 62 kilometres of bike lanes in the Victoria Metropolitan Area. There were also approximately 50 kilometres of signed bike routes and 129 kilometres of paved marked shoulders, primarily along highways.

Source: Member municipalities and CRD Regional Planning Services

Length of Cycling Network by Facility Type, 1993 and 2003



ITC-9: Percentage of Dwelling Units within 400 metres of a Transit Stop with 30 Minute or Better Frequency of Service During Pm Peak Period

Description

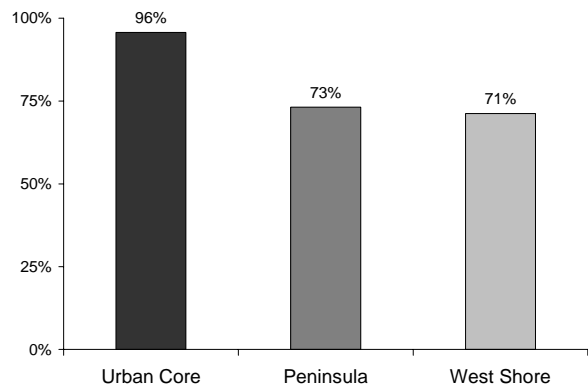
This indicator illustrates the proportion of households (dwelling units) that are located within 400 meters of transit service provided within the Victoria Transit "service area". Over time, this indicator provides insight into whether a minimal threshold of transit services to residential households is improving or not.

Status

Of the 121,770 households in the GMPA in the 2001 baseline year, the share located within 400m of transit service was:

- 95.7% in the Urban Core,
- 73.1% in the Peninsula, and
- 71.2% in the West Shore.

Percent of Dwellings Within 400m of a Transit Stop with Service at Least Every 30 Minutes During PM Peak Period, By Subregion, 2001



ITC-10: Number of Lane-Kilometers with over 80% Road Capacity

Description

This indicator provides a measure of auto traffic congestion by classifying road length (lane-kilometers) by the average level of congestion. 80% or greater is considered heavily congested.

Status

This indicator is under development and will be published in future annual reports.

ITC-11: Average Travel Time on Key Routes

Description

This indicator provides a measure of auto traffic congestion by measuring travel time between

- Blanshard & Fort via Highway 17 to the Swartz Bay Ferry Terminal, and
- Douglas & Fort via Highway 1 to Veteran's Memorial Pkwy.

Status

This indicator is under development and will be published in future annual reports.

8 Strengthen the Regional Economy

SRE-1: Annual Unemployment Rate

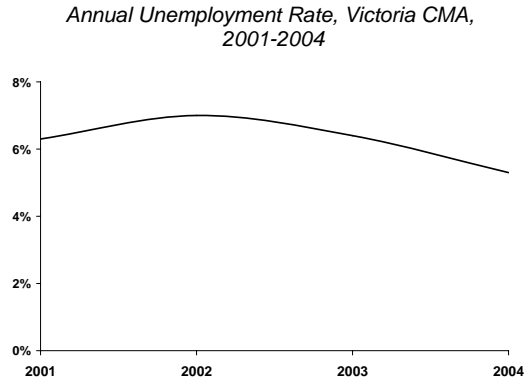
Description

This indicator reports the annual unemployment rate within the Victoria Census Metropolitan Area (CMA). New job growth and low unemployment are strong indications of a healthy economy.

Status

In 2004, the rate of unemployment across the Victoria CMA was 5.3%, down from 2003 and still relatively low compared to historical averages over the past decade. The number of persons working in 2004 rose by 3,300 over the previous year.

Source: Statistics Canada, Labour Force Survey



SRE-2: Share of Employment Growth within the City of Victoria, Metropolitan Core and Subregions

Description

This indicator reports the distribution of employment growth in 5 year increments since the 2001 census. Employment growth in the City of Victoria is considered to be an important strategy in ensuring the long-term economic health of the region.

Target

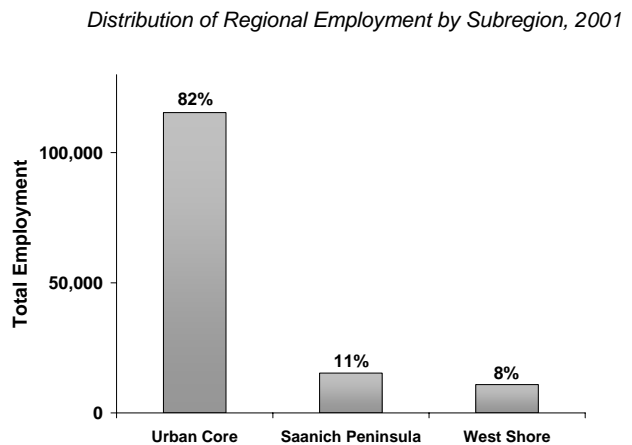
Accommodate a minimum of 20% of the region's cumulative employment growth over the 2001-2026 period within the City of Victoria.

Baseline

In 2001, the City of Victoria contained 47% of all employment within the Victoria CMA.

Note: The Metropolitan Core approximately encompasses downtown Victoria, and is contained by the City of Victoria. The Urban Core contains the City of Victoria.

Source: Statistics Canada, Census of Canada



		Total Employment	Share
Victoria Census Metropolitan Area		141,600	100%
	Urban Core	115,415	82%
	City of Victoria	95,355	47%
	Metropolitan Core	28,690	20%

SRE-3: Employment by Type of Occupation

Description

This indicator reports the type of job the employed person held and the description of his or her duties.

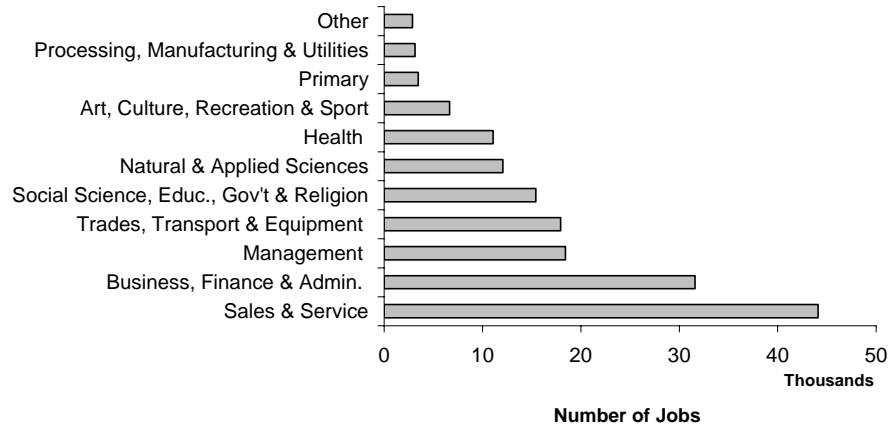
Status

Employment diversification in the regional economy increases resilience to economic downturns. In 2001, the Victoria CMA labour force was widely

distributed among the major occupational groups. Continued growth in all categories of jobs virtually ensures a wide range of future job opportunities for regional residents, and continues to reinforce overall economic diversification.

Source: Statistics Canada, Census of Canada

Employment by Occupation Type, Victoria CMA, 2001



SRE-4: Employment by Work Activity

Description

This indicator reports out on the employment change by work activity across a five-year intercensal period.

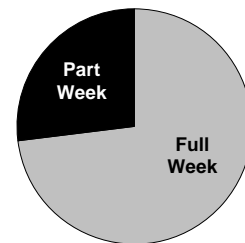
Status

The split between full-time and part-time employment in the Victoria CMA fluctuates on a year-over-year basis, but the longer-term trend is towards a rising part-time employment share. In many cases, part-time employment is voluntary, particularly among older workers opting to spend more time to pursue leisure interests. With nearly 30% of its employed labour classified as part-time in 2001, the Victoria CMA experienced one of the lowest proportions of full-time employment rates among comparable size metropolitan areas across Canada.

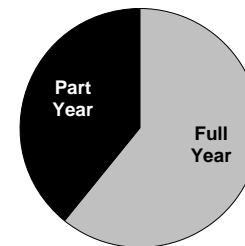
The data also show that almost 40% of its labour force worked for part of the year (48 weeks or less) and 60% worked full-year.

Source: Statistics Canada, Census of Canada

Weekly Employment by Full-time (> 30hrs/week) and Part-time (1-29hrs/week) Status, Victoria CMA, 2001



Annual Employment by Full-year (46-52weeks/year) and Part-year (1-48weeks/year) Status, Victoria CMA, 2001



SRE-5: Number of Jobs and Employment Density in Industrial and Special Employment Areas

Description

This indicator measures the job and employment density in industrial areas as well as special employment areas such as the Airport Lands, Keating Business Park, Central Business District, and Major Centres. There is a limited supply of industrial lands and large-scale employment lands in the Capital Region. The indicator provides a measure on how job growth is intensifying in these and other areas of employment concentration and their performance can be compared to broader employment growth across the region.

Status

This indicator is currently under development.

SRE-6: Number of Businesses by Size of Firm

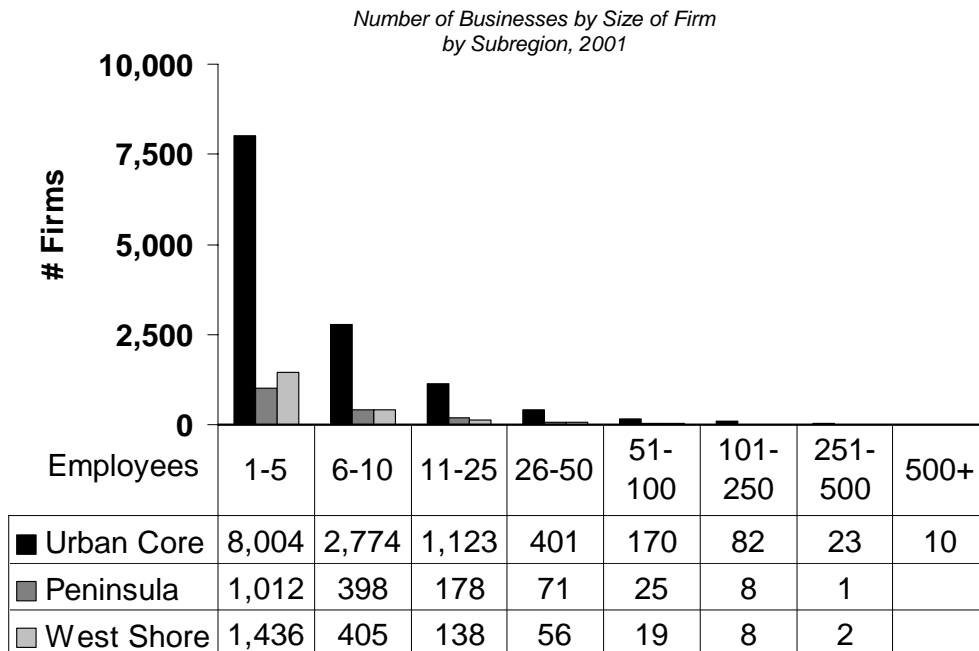
Description

This indicator measures the number of businesses by size of firm or the number of employees employed by the firm. Small business development is widely considered to be a key driver to regional economic growth.

Status

In 2001, roughly 86% of businesses in the GMPA employed ten or fewer employees. Continued growth in these establishments throughout all municipalities across the region ensures a healthy distribution of new employment opportunities.

Source: CRD Regional Planning Services



SRE-7: Household Income Distribution

Description

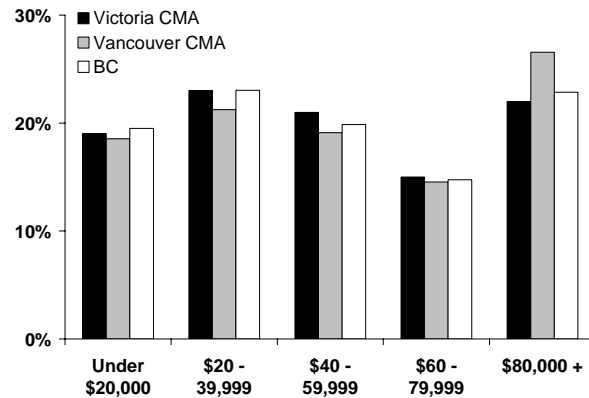
This indicator measures the average annual household income of the region for a given calendar year

Status

In 2000, nearly 80% of Victoria CMA households had incomes in excess of \$20,000.

Source: Statistics Canada, Census of Canada

Distribution of Household Income in Victoria CMA, Vancouver CMA and BC, 2000



SRE-8: Persons in Low-Income Constraint

Description

This indicator reports out on the number of persons in private households whose income in 2000 falls below Statistics Canada's Low Income Cut-Off (LICO) – spending 70% or more of their income on the necessities of food, clothing and shelter.

Status

In 2001, approximately 43,290, or 14% of Victoria CMA residents were classified as low-income earners.

Source: Statistics Canada, Census of Canada

Glossary

Agricultural Land Reserve (ALR): a provincial zone in which agriculture is recognized as the priority use. Farming is encouraged and non-agricultural uses are controlled.

Baseline year: 2001. This year was chosen as the baseline for the RGS monitoring program as it is the closest census year before the adoption of the RGS.

Capital Green Lands Policy Area: Includes Ecological Reserves, CRD Water lands, and Major Parks identified in the Regional Green/Blue Spaces Strategy.

Census Consolidated Subdivision (CCS): an area defined by statistics Canada as a grouping of adjacent census subdivisions. See www12.statcan.ca.

Capital B & D (1995) CCS: Equivalent to Capital H (part 2) (2000)

Capital H (Part 2) CCS: includes Highlands, Langford, Colwood, Metchosin Sooke, and Juan de Fuca Electoral Area.

Saanich CCS: Includes Saanich, Victoria, Esquimalt and Oak Bay.

CRD Water Lands: land under management by CRD Water Services (e.g: Sooke Reservoir and catchment area).

Gross Farm Receipt: a Census of Canada measure of the value of farm products sold.

Growth Management Planning Area (GMPA): the area covered by the RGS, including all of the CRD except for the Gulf Islands and Indian Reserves

Major Centre: areas defined in the RGS for concentration of new growth.

Metropolitan Core (Metro Core): downtown Victoria. The area within 1000m of the intersection of Douglas and View Streets.

Net new dwelling units: housing completions less demolitions

Official Community Plan (OCP): a statement of objectives and policies to guide decisions on planning and land use management.

Primary Mode: cycling, walking, transit and ride-sharing.

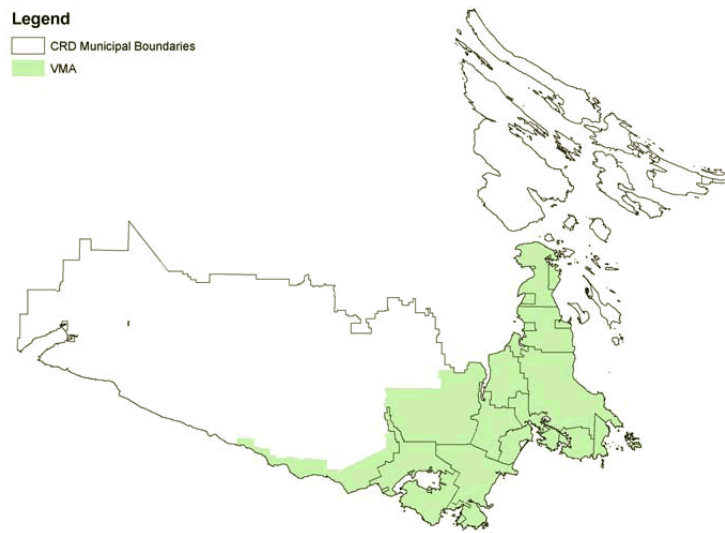
Regional Context Statement: a chapter of an OCP that describes how the OCP is consistent with the RGS.

Regional Growth Strategy (RGS): a set of eight strategic initiatives, incorporating actions, targets maps, and guidelines that together express a 25-year program of joint action by the CRD and its member municipalities to achieve the regional vision.

Regional Urban Containment and Servicing Policy Area (RUCSPA): Includes lands, at the date of the adoption of the Regional Growth Strategy bylaw, designated in official community plans primarily for urban development (including attached housing, detached and duplex housing, commercial, industrial, and large scale institutional and utility designations).

Renewable Resource Lands Policy Area: Includes lands within the Agricultural Land

Figure 1: Victoria Census Metropolitan Area



Reserve (ALR), the Forest Land Reserve (FLR), and Crown Forest Lands identified in the Regional Green/Blue Spaces Strategy.

Rural/Rural Residential Policy Area: Includes lands at the date of adoption of the Regional Growth Strategy bylaw, designated in official community plans for rural and rural residential purposes.

Subregions: Urban Core, Peninsula, and Westshore.

Unprotected Green Space Policy Area: Includes lands identified in the Regional Green/Blue Spaces Strategy as unprotected core green space.

Urban Core: Victoria, Saanich, Esquimalt, View Royal and Oak Bay

Victoria Census Metropolitan Area (VMA): see figure 2, right.

Westshore: Colwood, Langford, Highlands, Metchosin, and Sooke

List of Acronyms

ALR: Agricultural Land Reserve

BCAA: BC Assessment Authority

CRD: Capital Regional District

DPAC: Development and Planning Advisory Committee

GMPA: Growth Management Planning Area

OCP: Official Community Plan

RGS: Regional Growth Strategy

RPS: Regional Planning Services

RPC: Regional Planning Committee

CMA: Census Metropolitan Area

RUCSPA: Regional Urban Containment and Servicing Area Boundary

