Capital Regional District

625 Fisgard St.,
Victoria, BC V8W 1R7

Notice of Meeting and Meeting Agenda
Planning, Transportation and Protective Services Committee

Wednesday, November 18, 2020 | **10:00 AM** | **6th Floor Boardroom**

R. Windsor (Chair), K. Williams (Vice Chair), S. Brice, B. Desjardins, F. Haynes, M. Hicks, C. McNeil-Smith, R. Mersereau, G. Orr, J. Ranns, G. Young, C. Plant (Board Chair, ex-officio)

The Capital Regional District strives to be a place where inclusion is paramount and all people are treated with dignity. We pledge to make our meetings a place where all feel welcome and respected.

1. Territorial Acknowledgement

2. Approval of Agenda

3. Adoption of Minutes

3.1. 20-733 Minutes of the October 21, 2020 Planning, Transportation and Protective Services Committee Meeting

Recommendation: That the minutes of the Planning, Transportation and Protective Services Committee meeting of October 21, 2020 be adopted as circulated.

Attachments: Minutes - October 21, 2020

4. Chair's Remarks

5. Presentations/Delegations

5.1. 20-730 Presentation: Dr. Murray Fyfe, Capital Regional District Traffic Safety Commission re. Annual Presentation

Attachments: Annual TSC Presentation 2020

5.2. 20-749 Presentation: Gord Horth, General Manager, CREST re: Coverage in Rural Electoral Areas

6. Committee Business

6.1. 20-727 Ready Step Roll - Active School Travel Planning Progress Report

Recommendation: The Planning, Transportation and Protective Services Committee recommends to the Capital Regional District Board:
That the Ready Step Roll - Active School Travel Planning Progress report be received for information.
(NWA)

Attachments: Staff Report: Ready Step Roll-Active School Travel Plan'g Progress Rpt

Appendix A: CRD's Ready Step Roll Initiative - 2019/2020 Cohort

6.2. 20-728 Regional Growth Strategy Indicators Report

Recommendation: The Planning, Transportation and Protective Services Committee recommends to the Capital Regional District Board:
That the Regional Growth Strategy Indicator Report be received for information.
(NWA)

Attachments: Staff Report: Regional Growth Strategy Indicators Report

Appendix A: Regional Growth Strategy Indicator Report

6.3. 20-729 Deer Management Update

Recommendation: That the Deer Management Update report be received for information.

Attachments: Staff Report: Deer Management Update

Appendix A: Summary-Ongoing Deer Mgmt Activities Across Region

6.4. 20-724 Previous Minutes of Other CRD Committees and Commissions for Information

Recommendation: That the following minutes be received for information:
a) Development Planning Advisory Committee minutes - September 28, 2020

Attachments: Minutes: Dev'l Planners' Advisory Ctte - September 28, 2020

7. Notice(s) of Motion

8. New Business

9. Adjournment

The next meeting is TBD.

To ensure quorum, please advise Tamara Pillipow (tpillipow@crd.bc.ca) if you or your alternate cannot attend.

Capital Regional District

625 Fisgard St.,
Victoria, BC V8W 1R7

Meeting Minutes

Planning, Transportation and Protective Services Committee

Wednesday, October 21, 2020 **10:00 AM** **6th Floor Boardroom**
625 Fisgard St.
Victoria BC V8W 1R7

PRESENT
Directors: R. Windsor (Chair), K. Williams (Vice Chair), S. Brice, B. Desjardins, K. Harper (for F. Haynes)(EP), M. Hicks, C. McNeil-Smith, R. Mersereau, G. Orr (EP), J. Ranns (11:02 am), G. Young, C. Plant (Board Chair, ex-officio)

Staff: R. Lapham, Chief Administrative Officer; K. Lorette, General Manager, Planning and Protective Services; S. Carby, Senior Manager, Protective Services; E. Sinclair, Senior Manager, Regional and Strategic Planning; M. Lagoa, Acting Deputy Corporate Officer; T. Pillipow, Committee Clerk (Recorder)

EP - Electronic Participation

Regrets: Director F. Haynes

The meeting was called to order at 10:00 AM.

1. Territorial Acknowledgement

Director Mersereau provided a Territorial Acknowledgement.

2. Approval of Agenda

MOVED by Director Desjardins, SECONDED by Director Williams,
That the agenda for the October 21, 2020 Planning, Transportation & Protective Services Committee meeting be approved.
CARRIED

3. Adoption of Minutes

3.1. 20-621 Minutes of the September 16, 2020 Planning, Transportation and Protective Services Committee Meeting

MOVED by Director Williams, SECONDED by Director Desjardins,
That the minutes of the Planning, Transportation and Protective Services Committee meeting of September 16, 2020 be adopted as circulated.
CARRIED

4. Chair's Remarks

There were no Chair's remarks.

5. Presentations/Delegations

5.1. 20-678 Delegation - James Anderson; Resident of Saanich: Re: Agenda Item 6.4.: South Island Transportation Strategy

James Anderson spoke to the South Island Transportation Strategy.

6. Committee Business

6.1. 20-626 2019-2022 Protective Services Service Planning

K. Lorette spoke to item 6.1.

Discussion ensued on the lack of coverage in rural sections using CREST digital radios.

MOVED by Director Hicks, SECONDED by Director Desjardins,
That the Planning, Transportation and Protective Services Committee communicate with CREST that they present the situation in Jordan River and other Electoral Areas, and the problems and solutions, to this committee.
CARRIED.

MOVED by Director Desjardins, SECONDED by Director Mersereau,
The Planning, Transportation and Protective Services Committee recommends to the Capital Regional District Board:
That Appendix A Community Need Summary - Protective Services 2021 be approved as presented and advanced to the October 28, 2020 provisional budget review process.
CARRIED

6.2. 20-627 2019-2022 Planning & Development Service Planning

K. Lorette spoke to Item 6.2.

Discussion ensued on the following:
- historical adjustments of the urban containment boundaries
- regional deer management

MOVED by Director McNeil-Smith, SECONDED by Director Brice,
The Planning, Transportation and Protective Services Committee recommends to the Capital Regional District Board:
That Appendix A Community Need Summary - Planning & Development 2021 be approved as presented and advanced to the October 28, 2020 provisional budget review process.
CARRIED

MOVED by Director Desjardins, SECONDED by Director Mersereau,
That staff provide a report on deer management.
CARRIED

6.3. 20-628 2019-2022 Transportation Service Planning

K. Lorette spoke to item 6.3.

Discussion ensued on the following:

- impacts to active transportation from COVID-19
- participation of First Nations in these services
- whether the CRD has received communication from a municipality or the Transportation Safety Commission regarding speed limits

MOVED by Director McNeil-Smith, SECONDED by Director Desjardins,
Request a report to the committee of the planned initiatives in the 2021 plan in regards to multi-modal transportation and the E&N Corridor.
CARRIED

MOVED by Director Young, SECONDED by Director Williams,
The Planning, Transportation and Protective Services Committee recommends to the Capital Regional District Board:
That Appendix A Community Need Summary - Transportation 2021 be approved as presented and advanced to the October 28, 2020 provisional budget review process.
CARRIED

6.4. 20-629 South Island Transportation Strategy

K. Lorette spoke to Item 6.4.

Discussion ensued on the following:
- using a governance model to implement a better plan
- provincial funds spent in the region in the last few years
- transportation being a result of land use planning

MOVED by Director Plant, SECONDED by Director Mersereau,
The Planning, Transportation and Protective Services Committee recommends to the Capital Regional District Board:
That the South Island Transportation Strategy be received for information.
CARRIED

MOVED by Director Mersereau, SECONDED by Director Windsor,
For staff to provide a summary of gaps in regional transportation functions and options to address them using previously conducted work, for consideration by the Committee of the Whole as soon as possible.

MOVED by Director Desjardins, SECONDED by Director McNeil-Smith
That the motion arising be amended to add the words "...with inclusion of commentary by BC Ferry, Ministry of Transportation, BC Transit, Island Corridor and Victoria Airport Authority," after the words, "using previously conducted work,...".

MOVED by Director Desjardins, SECONDED by Director Mersereau,
That the amendment to the motion arising be tabled to be referred to the Committee of the Whole.
CARRIED

MOVED by Director Mersereau, SECONDED by Director Windsor,
For staff to provide a summary of gaps in regional transportation functions and options to address them using previously conducted work, for consideration by the Committee of the Whole as soon as possible.
CARRIED

OPPOSED: Ranns

MOVED by Director Plant, SECONDED by Director Desjardins,
That the Planning, Transportation and Protective Services Committee recommend to the Capital Regional District Board:
That the Chair schedule a December Committee of the Whole meeting.
CARRIED

MOVED by Director McNeil-Smith, SECONDED by Director Mersereau,
That the South Island Transportation Strategy report be referred to the Regional Parks Committee as the fourth recommendation speaks to inter-regional trails.
CARRIED

MOVED by Director Plant, SECONDED by Director McNeil-Smith,
That the report [planned initiatives in the 2021 plan in regards to multi-modal transportation and the E&N Corridor] that was requested earlier in the meeting be provided at the proposed Committee of the Whole meeting.
CARRIED

7. Notice(s) of Motion

8. New Business

9. Adjournment

MOVED by Director McNeil-Smith, SECONDED by Director Young,
That the October 21, 2020 Closed Session of the Planning, Transportation and Protective Services Committee meeting be adjourned at 11:30 am.
CARRIED

_____
Chair

_____
Recorder

November 2020 Update

CRD TRAFFIC SAFETY COMMISSION

Dr. Murray Fyfe, Vice-chair

National Day of Remembrance for Road Crash Victims

November 20th, 2019

November 18, 2020

BRITISH COLUMBIA | RoadSafetyBC

VISIONZERO
ZERO FATALITIES
BRITISH COLUMBIA ROAD SAFETY STRATEGY

Mandate of the TSC

- Review traffic safety problems in the CRD and make recommendations to the CRD Board, through a CRD Board Committee, for the purpose of reducing or eliminating the problems, and
- Plan and operate traffic safety education programs within the CRD, as provided for in the annual budget for the Commission, as approved by the CRD Board.

CRD TRAFFIC SAFETY COMMISSION

Commission Membership

- ICBC
- School District
- Police/RCMP
- Public Health
- Road Safety BC
- Cycling Coalition
- Walk-On Victoria
- Commercial Vehicle Safety
- Transportation Planning
- BCAA Road Safety
- V-I Safety Council
- Media
- University of Victoria
- MOTI
- CRD Board Member

CRD TRAFFIC SAFETY COMMISSION

Commission Membership

- Broad stakeholder base:
  - Range of expertise across the “4 E’s” of injury prevention
  - Varied perspectives
  - Collaboration across sectors

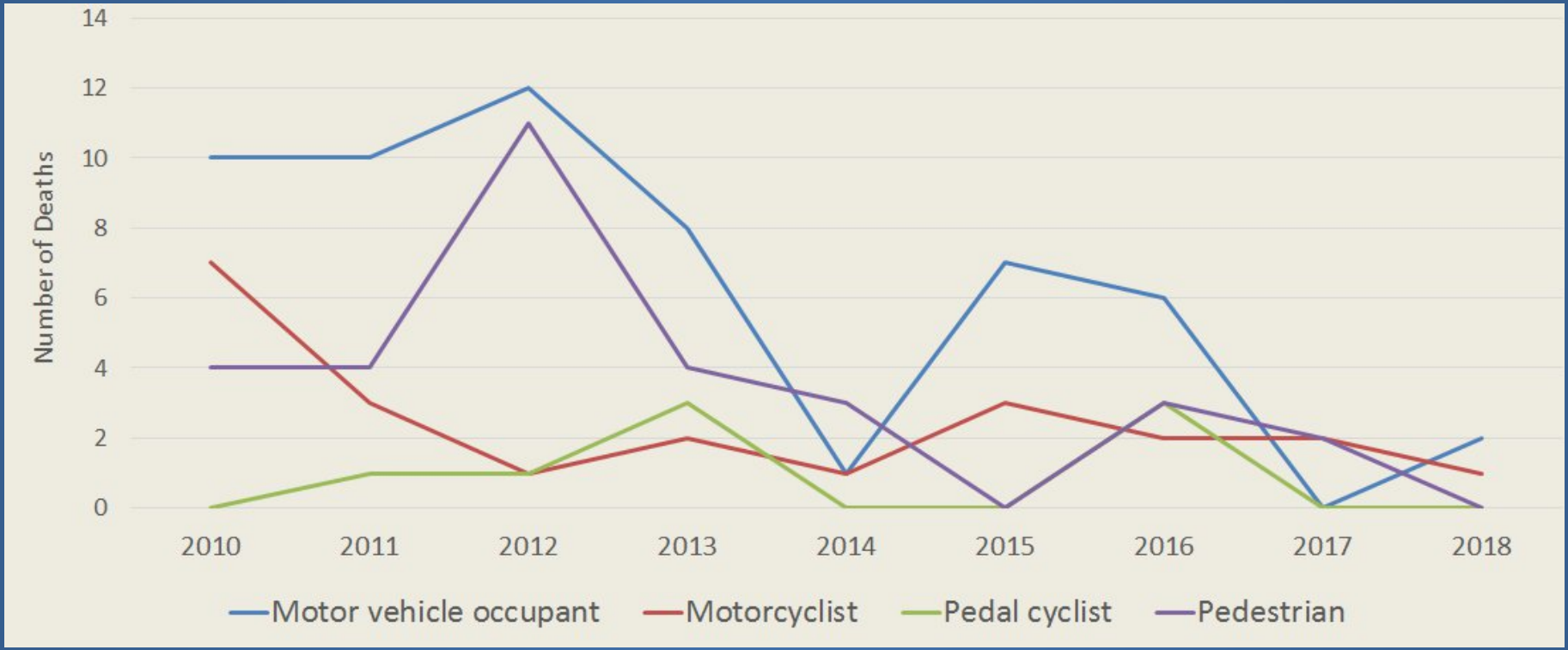
CRD TRAFFIC SAFETY COMMISSION

Commission Working Groups

- Communications Working Group
- Funding Applications Working Group
- Sarah Beckett Memorial Scholarship Working Group
- Data and Evidence Working Group

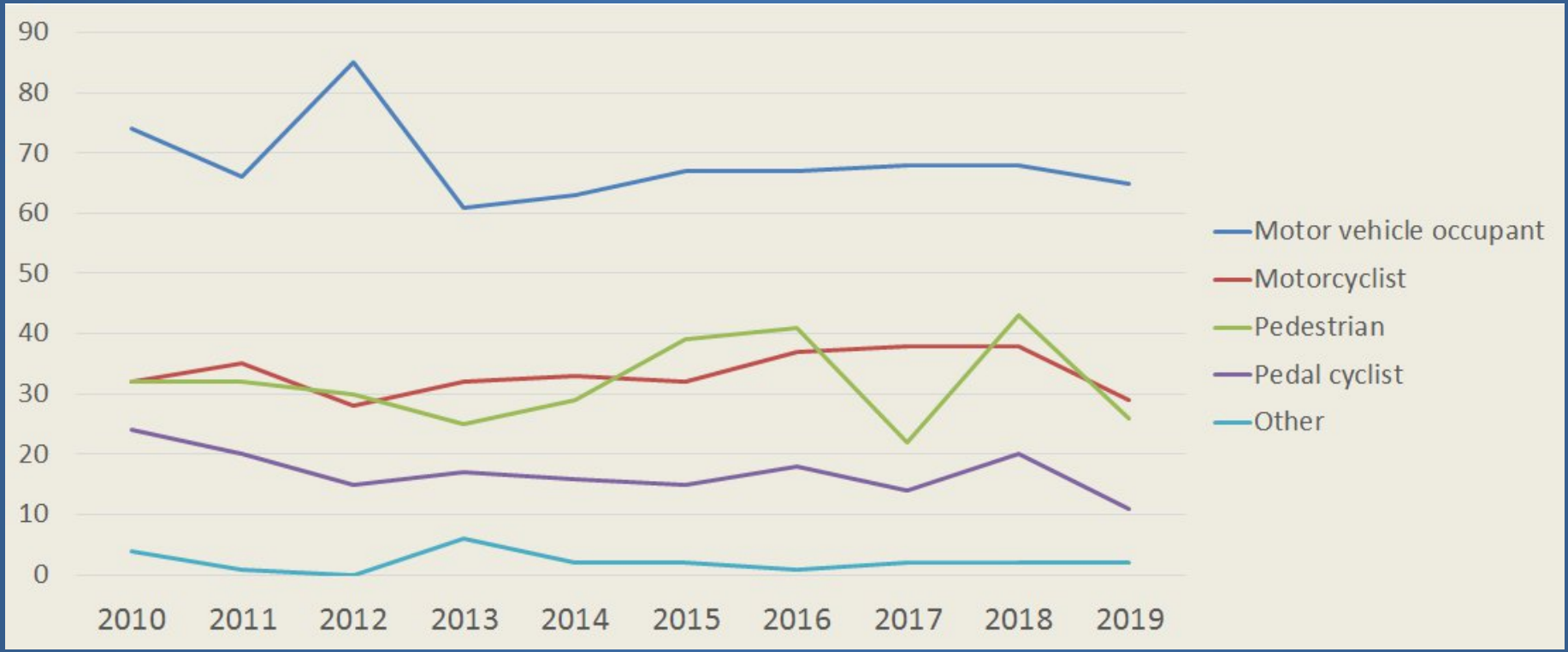
CRD TRAFFIC SAFETY COMMISSION

Crash Fatalities, CRD, 2010-2018

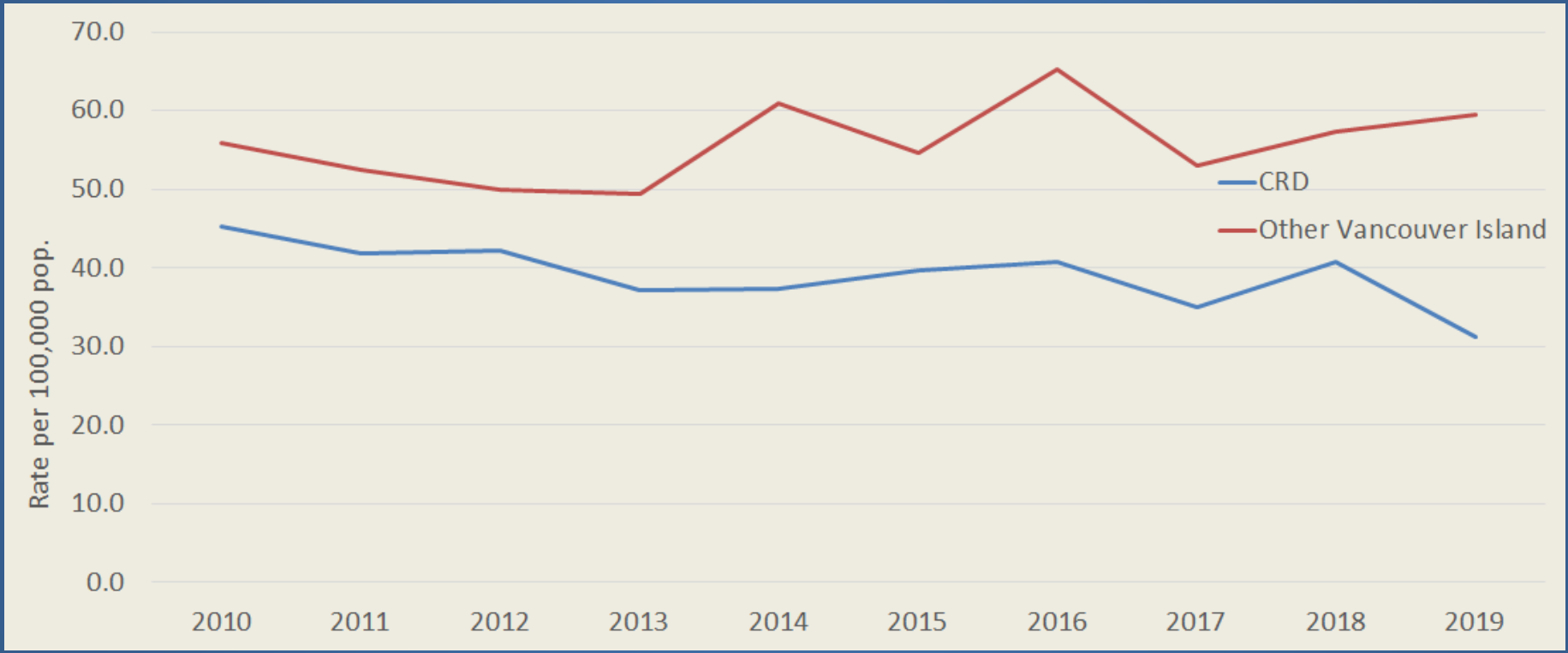


CRD TRAFFIC SAFETY COMMISSION

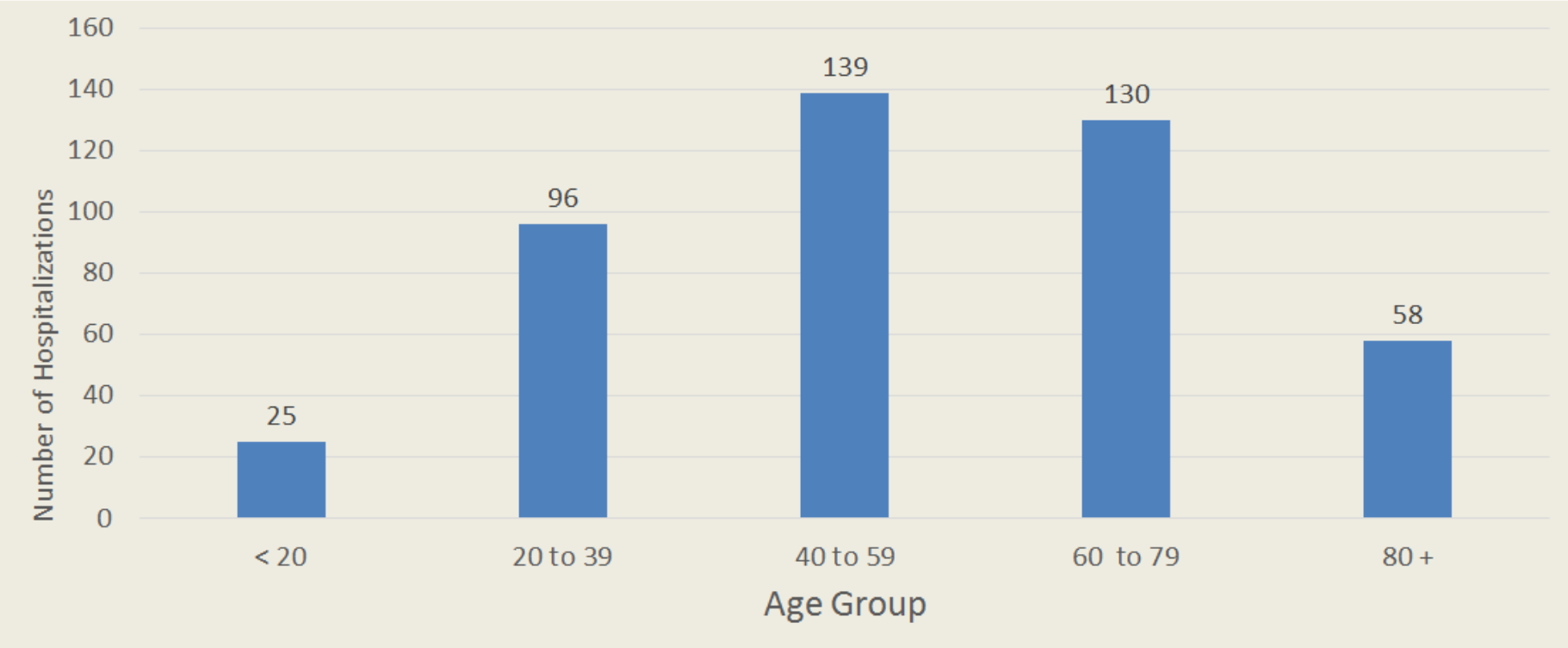
Crash Hospitalizations by Road User Type



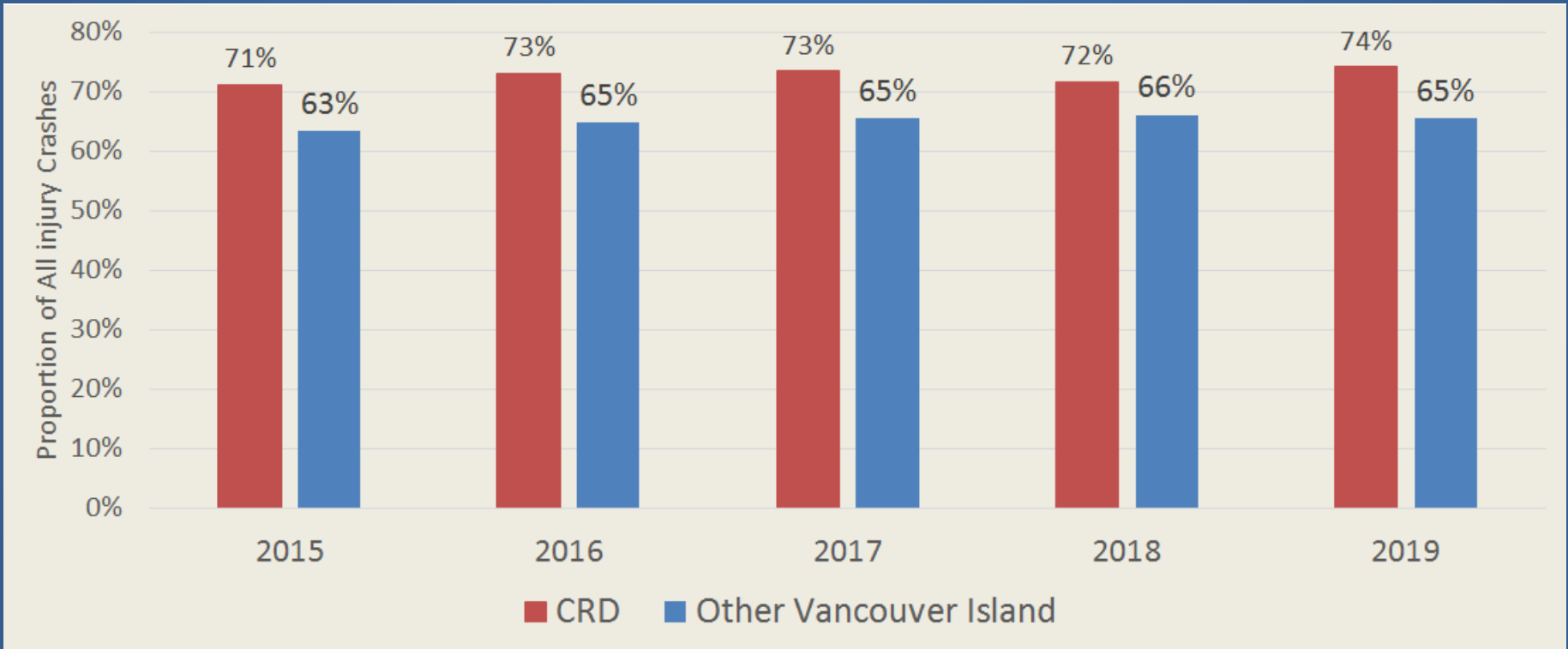
Crash Related Hospitalization Rate



Crash Hospitalization by Age Group



Percent Casualty Crashes at Intersections



Casualty Crashes by Intersection

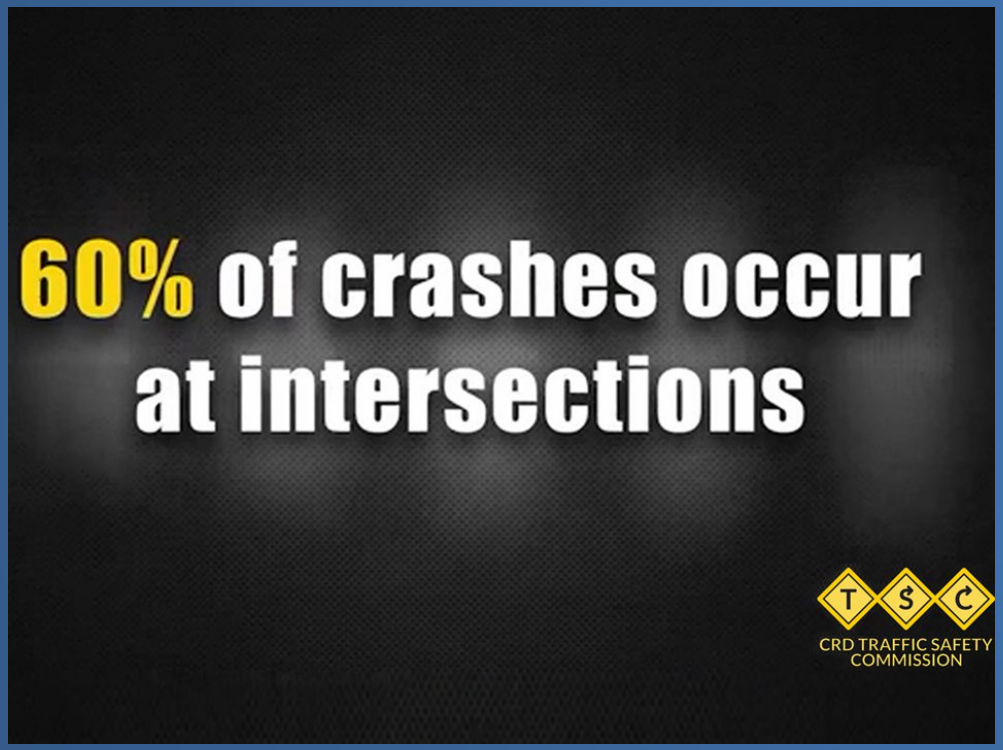
Top 15 Intersections	# of Crashes
ADMIRALS RD & MCKENZIE AVE & TRANS-CANADA HWY	136
BLANSHARD ST & SAANICH RD	92
PATRICIA BAY HWY & SAYWARD RD	88
MCKENZIE AVE & QUADRA ST	83
MILLSTREAM RD & & TRANS-CANADA HWY & VETERANS MEMORIAL PKY	82
BOLESKINE RD & DOUGLAS ST & SAANICH RD	78
DOUGLAS ST & MCKENZIE AVE & PATRICIA BAY HWY	77
ISLAND HWY & OCEAN BLVD & WALE RD	75
BLANSHARD ST & HILLSIDE AVE	72
DOUGLAS ST & FINLAYSON ST	67
GOLDSTREAM AVE & VETERANS MEMORIAL PKY	67
GLANFORD AVE & MCKENZIE AVE	66
HAPPY VALLEY RD & SOOKE RD	62
HILLSIDE AVE & SHELBOURNE ST	62
TILLICUM RD & TRANS-CANADA HWY	59

* Includes interchanges, on-ramps and off-ramps

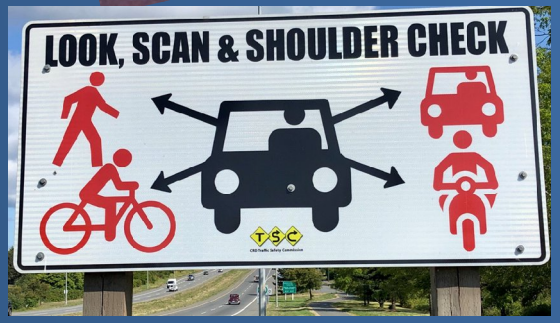
Source: Insurance Corporation of British Columbia: ICBC crash data is gathered from reports made to ICBC by insured registered vehicle owners, drivers, pedestrians and cyclists.

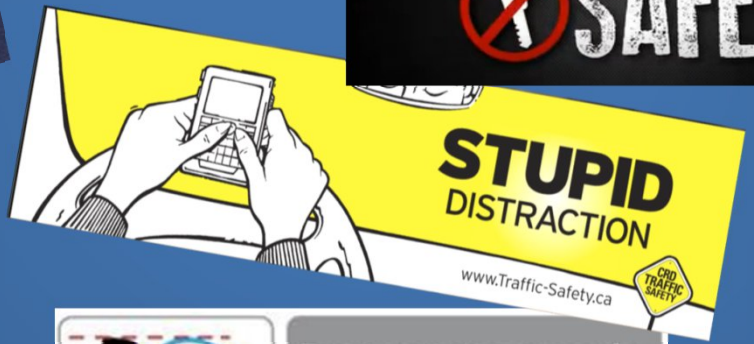
CRD TRAFFIC SAFETY COMMISSION

Education Campaigns



Education Campaigns





CRD TRAFFIC SAFETY COMMISSION

Recent/Current Campaigns
Social Media and Broadcast

CRD TRAFFIC SAFETY COMMISSION

Funding of Community Partner Projects

Evaluation Criteria

- Quality of project
- Merit of project
- Proposed evaluation
- Match with TSC priorities
- Likelihood of success
- Recognition of challenges
- Budget / matching funds

Funded Projects 2020

- Light the Night Campaign

CRD TRAFFIC SAFETY COMMISSION

Cst. Sarah Beckett

Regimental # 51939

End of Watch

April 5, 2016

CRD TRAFFIC SAFETY COMMISSION

Thank you!

CRD TRAFFIC SAFETY COMMISSION

Making a difference...together

REPORT TO PLANNING, TRANSPORTATION AND PROTECTIVE SERVICES COMMITTEE MEETING OF WEDNESDAY, NOVEMBER 18, 2020

SUBJECT Ready Step Roll - Active School Travel Planning Progress Report

ISSUE SUMMARY

To provide a progress report on the first year of the Capital Regional District (CRD) wide Ready Step Roll (RSR) – Active School Travel Planning initiative with the conclusion of the 2019/20 cohort.

BACKGROUND

In 2016-17, the CRD delivered a region-wide Active and Safe Routes to School (ASRS) pilot program to 20 schools across the region with grant funding. From 2017 to 2019, the CRD partnered with the District of Saanich to deliver an ASRS program on a fee-for-service basis with eight schools over two school years. Both the pilot program and fee-for-service delivery model demonstrated value and efficiencies to municipal, school and parent stakeholders. Regional coordination resulted in capacity building at the neighbourhood level and lessons-learned across the region.

In 2019, the CRD Board approved ongoing funding for the development and implementation of the CRD's RSR – Active School Planning initiative, to work with up to five schools per year across the region. 2019/20 was the first cohort of schools to complete the new region-wide program. Based on the Board approved selection criteria, the following schools comprised the 2019/20 program cohort:

School	Local Government	School District	School Neighbourhood Catchment Type
George Jay Elementary	City of Victoria	61	Highly Urban
Lake Hill Elementary	District of Saanich	61	Suburban
Rogers Elementary	District of Saanich	61	Suburban
View Royal Elementary	Town of View Royal	61	Urban / Suburban
Keating Elementary	District of Central Saanich	63	Suburban / Rural

The 2019/20 final Active School Travel Reports for each school are complete and have been posted on the CRD website at www.crd.bc.ca/ready, under Active School Travel Reports.

Now entering its second year as a regional initiative, RSR works annually with five school communities and respective local governments to encourage and enable more students to use active travel to get to/from school. The initiative is an 18 month partnership to make school neighbourhoods more walk-able and wheel-able by identifying and addressing safety and social barriers to active travel. Working in partnership, the initiative identifies solutions through equity, evaluation, engineering, enforcement, education and encouragement, known as the "6-E's approach to active school travel planning". See Appendix A for more information about the initiative.

ALTERNATIVES

Alternative 1
The Planning, Transportation and Protective Services Committee recommends to the Capital Regional District Board:
That the Ready Step Roll – Active School Travel Planning Progress report be received for information.

Alternative 2
That the Ready Step Roll – Active School Travel Planning Progress report be referred back to staff for additional information based on Committee direction.

IMPLICATIONS

Environmental & Climate Implications
The initiative supports a shift to active travel modes, with the aim to reduce community greenhouse gas emissions related to transportation. The initiative's community-planning based approach, combined with education and encouragement initiatives developed in partnership at the neighbourhood level, align with the CRD's Regional Climate Action Strategy.

Intergovernmental Implications
The success of the initiative relies on participatory partnerships with provincial and local governments, school districts and schools (administration, Parent Advisory Committees [PACs] and students), along with the Insurance Council of British Columbia (ICBC), Island Health Authority, police forces, local businesses, and non-profits.

Through participation in the initiative, local governments benefit by leveraging the consultation process and the final reports that identify and prioritize infrastructure upgrades. Local government partners therefore gain actionable recommendations that can be used as neighbourhood-level inputs into planning processes (e.g., Local Area Plans, Active Transportation Plans) and to support external grant applications. In 2020, four letters of support were requested by three local governments to assist in grant proposals for active travel infrastructure improvements identified through the RSR initiative. Schools also gain actionable recommendations and build capacity to carry on with encouraging active transportation long after the completion of the RSR initiative at the respective school.

The RSR initiative also works in partnership with the Province and non-profit agencies, as follows:
1) *Everybody Rides Grades 4 & 5 pilot program*: A Ministry of Transportation and Infrastructure program, this pilot offers free bike skills classes. The 2019/20 RSR schools were invited to participate, as well as eight other schools across the region.
2) *Active School Travel pilot project*: Facilitated by BC Healthy Communities, this pilot aims to increase school capacity around the province to develop and implement active school travel planning. CRD staff have provided knowledge, expertise and materials to support the pilot.

Social Implications
This year, the RSR initiative added "*Equity*" as an integral approach to active school travel planning. This will ensure that the program supports solutions that help everyone (school community and individuals) acquire the tools they need to be successful. Specifically, an equity lens enables partners to consider how barriers to active travel may be cultural and economic in nature, resulting in disproportionate impacts to lower income and/or culturally diverse neighbourhoods.

In response to feedback received from past participant schools, this year the program also focused on building capacity within participating schools so that they could continue the active

travel momentum gained through participation in RSR. The Active Travel Resources for School Communities webpage was developed to provide a variety of resources to complement the final reports.

Service Delivery Implications
COVID-19 impacts were mitigated where possible by maintaining open communications while being flexible and creative. RSR offered to reschedule in-school delivery to the fall and offered newly created online materials as an alternative. Staff also created new active travel curriculum that could be used at home. A new CRD webpage was created and promoted showcasing these new Resources for School Communities.

At the conclusion of the program, an evaluation was sent out to each participating municipality and school to gauge client satisfaction and to improve program delivery. Positive and constructive feedback was received from schools and municipalities saying that they "would participate in this program again and/or recommend to other municipalities/schools".

Alignment with Board & Corporate Priorities
The CRD Board Priorities and Corporate Plan identifies transportation as a key regional priority and envisions that residents have access to convenient, green and affordable multi-modal transportation systems that enhance community well-being. The RSR initiative aligns to Corporate Priority 2b-2 deliver active & safe routes to school planning service.

Alignment with Existing Plans & Strategies
RSR supports the implementation of the following regional plans and initiatives:

- CRD Regional Transportation Plan (2014)
- CRD Pedestrian & Cycling Master Plan (2015)

The RSR initiative also supports participating local governments to fulfil their role in BC's Active Transportation Strategy.

CONCLUSION

Active school travel planning for the 2019/20 Ready Step Roll cohort is complete. The reports, along with the new 6 E's Approach and Resources for School Communities can be viewed on the CRD website at www.crd.bc.ca/ready. Staff are currently working with local government and municipal partners on the 2020/21 cohort, with modifications as-needed for COVID-19. Recruitment for the 2021/22 cohort will begin in December 2020.

RECOMMENDATION

The Planning, Transportation and Protective Services Committee recommends to the Capital Regional District Board:
That the Ready Step Roll – Active School Travel Planning Progress report be received for information.

Submitted by:	Emily Sinclair, MCIP, RPP, Senior Manager, Regional & Strategic Planning
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

ATTACHMENT(S)

Appendix A: CRD's Ready Step Roll Initiative - 2019/2020 Cohort

CRD's Ready Step Roll Initiative 2019/20

The CRD's Ready Step Roll (RSR) – Active School Travel Planning initiative had a successful first year as a region-wide initiative. The partner schools and local governments included:

- ✓ George Jay Elementary / City of Victoria
- ✓ Lake Hill Elementary / District of Saanich
- ✓ Rogers Elementary / District of Saanich
- ✓ View Royal Elementary / Town of View Royal
- ✓ Keating Elementary /District of Central Saanich

READY STEP ROLL
ACTIVE SCHOOL TRAVEL PLANNING

The 2019/20 final Active School Travel Reports for each partner school has been posted on the CRD website at www.crd.bc.ca/ready, under Active School Travel Reports.

2019/20 HIGHLIGHTS

"I love the new Walking School Bus - because now my Mom gets to work on time."

- student in 2019/20 RSR school

- ✓ A final report template was created with the goal to be accessible and user friendly with attractive branding. The main section of the report was designed so that figures and images could be used by the municipality and school to support and promote active travel.
- ✓ The addition of "*Equity*" as a 6th E to the standard 5 E's Approach to Active School Travel Planning (*Evaluation, Engineering, Enforcement, Encouragement* and *Education*) aims to assist the RSR initiative to support solutions that help everyone acquire the tools they need to be successful. Approaching active school travel planning through an *equitable lens* helps build and strengthen community connections while embracing the unique abilities, backgrounds, identities, and experiences of all individuals and families.
- ✓ New online Resources for School Communities were created to further support the schools during and after participation in the RSR initiative.
- ✓ The RSR initiative partnered with the MoTI's pilot program "Everybody Rides Grades 4 & 5" to offer free bike skills classes to the participating RSR schools, as well as eight other schools in Greater Victoria, totalling 40 classes, facilitated by Greater Victoria Bike to Work Society.

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Appendices

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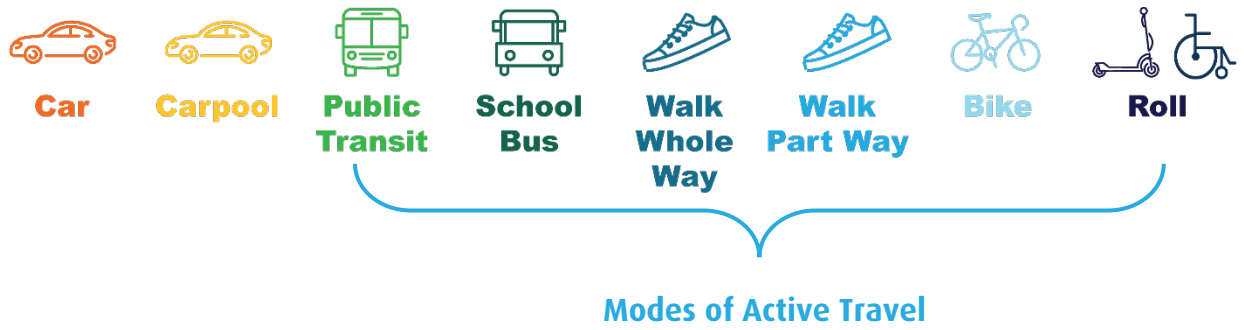
Appendix B – Action Plan
Appendix C – Consultation Data & Insights Summary
Appendix D – 6 E's of Active School Travel - Online Resources for School Communities

ACTIVE SCHOOL TRAVEL PLANNING

Active School Travel Planning is a school catchment/neighbourhood-based planning process aimed at increasing rates of walking and wheeling (bike, scooter, rollerblades, skateboard, wheelchair) or bus -- modes of active travel -- part-way or fully to and from school. Active School Travel Planning programs have already been successfully implemented in many communities across Canada and internationally. The "International Best Practices in Regional Planning for School Travel" (Ryerson University, Toronto, April 2016) https://ontarioactiveschooltravel.ca/wp-content/uploads/2017/08/Best-Practices-Report-Ryerson.pdf, looks at a number of case studies and key learnings from around the world.

The Capital Regional District (CRD) Board Priorities and Corporate Plan identifies *transportation* as a key regional priority and *envisions that residents have access to convenient, green and affordable multi-modal transportation systems that enhance community well-being.* Helping to further this priority through behaviour change and infrastructure improvement at a foundational level, the CRD coordinates the active and safe routes to school planning initiative, known as the CRD's Ready Step Roll – Active School Travel Planning initiative.



BENEFITS OF ACTIVE TRAVEL

Active travel describes using any form of transportation that relies on human-power to move. This includes **walking and wheeling** (bike, skateboard, rollerblades, scooter, wheelchair).

Students who walk and wheel to and from school (fully or part way!) can:

	Improve physical and mental health
	Arrive alert and ready to learn
	Create positive community behavior change
	Support and help parents, be more self-reliant, support household schedules/routines
	Feel present and connected
	Build confidence and capability
	Reduce traffic congestion, cleaner air and reduced Green House Gas emissions
	Save time and money

CRD'S READY STEP ROLL INITIATIVE

What is the Ready Step Roll Program?

Facilitated by the Capital Regional District (CRD), the Ready Step Roll (RSR) - Active School Travel Planning initiative works annually with five school communities and respective local government agencies to encourage and enable more students to use active travel to get to/from school. Students who walk and wheel (bike, scooter, skateboard, wheelchair) to/from their school (or bus stop!) arrive alert and ready to learn, while helping to reduce regional GHG emissions and create safe, connected communities.

The Ready Step Roll initiative is a comprehensive and sustainable approach to making school-neighbourhoods more walk-able and wheel-able, by identifying and addressing safety and social barriers to better support and enable active travel with purpose and confidence. The success of the program relies on participatory partnerships with provincial and local governments, school districts and schools (administration, PACs and students), along with the Insurance Council of British Columbia (ICBC), Island Health Authority, police forces, local businesses, and non-profits. Working together, the partners focus on creating solutions through equity, evaluation, engineering, enforcement, education and encouragement.

What is the Active Travel Planning Process?

Using the 6 E's Approach to Active School Travel Planning *(Equity, Evaluation, Engineering, Enforcement, Education and Encouragement)*, the CRD coordinates the 18-month RSR initiative to collaboratively partner with local governments and schools to:

1. **Identify** schools and local governments that are committed to working together.
2. **Facilitate** the creation and implementation of school-catchment Active School Travel Report to further enable and inspire active transportation mode choice. During the program, local active travel safety concerns on common school routes are identified via school travel surveys, a School-Neighbourhood Walkabout, as well as a variety of consultation activities.
3. **Build capacity** of the school for ongoing initiatives that focus on Education and Encouragement, while supporting Equity.

Who are the Key Partners?

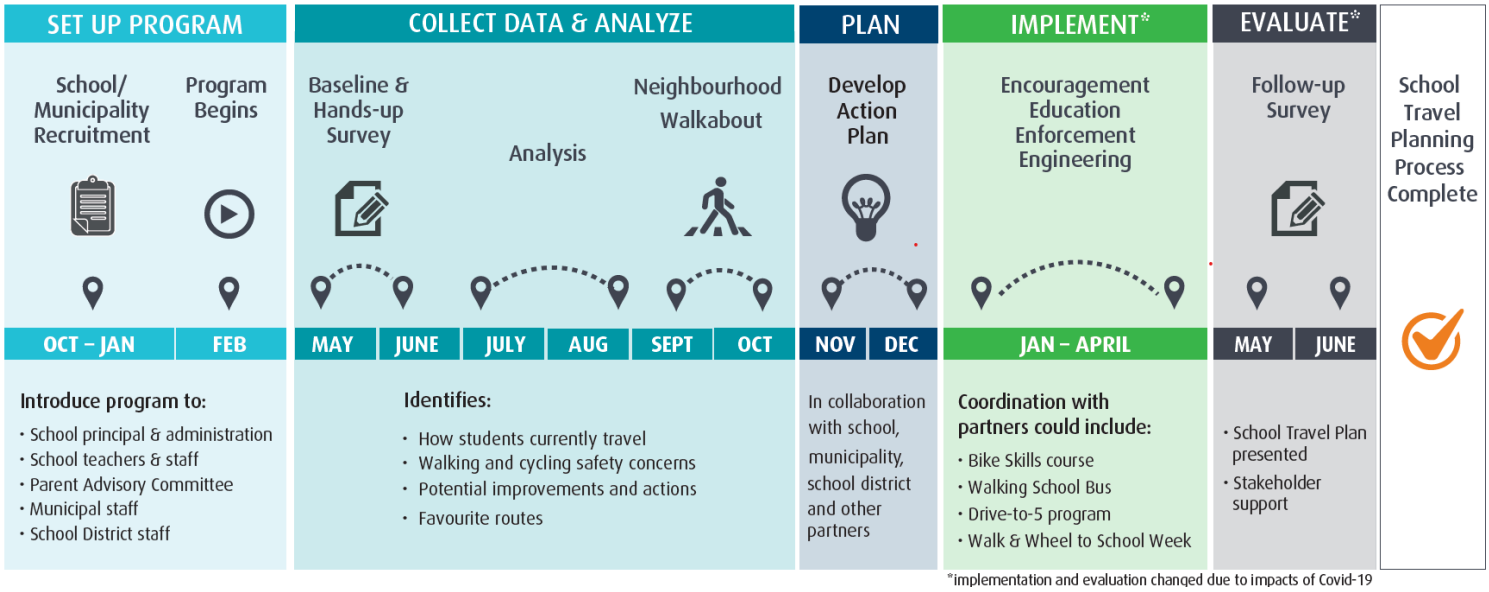
→ **CRD** – Facilitator and Project Manager of the Ready Step Roll (RSR) program.

→ **Local Government(s)** - Provides local knowledge on street level infrastructure, assists in development of Action Plan, evaluates and considers proposed solutions, supports/undertakes implementation and follow-ups with school regarding safety improvements post RSR program.

→ **School Administration and School District** – Provides insight into school sites and bussing, evaluates and considers implementation of proposed solutions on school property, and supports implementation of education and engagement initiatives during and post RSR program.

→ **School Community (Parents/Guardians, PACs, and Students)** – Provides perspective on the walk-ability and wheel-ability of the school-neighborhood, identifies constraints and opportunities for improved drop-off/pick-up, contributes to action planning, and supports education and engagement initiatives during and post RSR program.

What is the Initiative's Timeline?



CRD'S READY STEP ROLL

6 E'S APPROACH TO ACTIVE SCHOOL TRAVEL PLANNING

The 6 E's approach to Active School Travel Planning aims to be a comprehensive, integrated and sustainable approach to making school-neighbourhoods more walk-able and wheel-able, by identifying and addressing safety and social barriers to better support and enable active travel with purpose and confidence.

Equity

Ensures that the RSR initiative across the capital region is benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for all students of diverse family, cultural, socio-economic backgrounds, abilities and identities.

Evaluation

Collect data and user insights to understand school-neighborhood context, assess which approaches are appropriate, identify opportunities to improve the effectiveness of an approach for a given school community and monitor changes over time.

Engineering

Make physical improvements to the streetscape and built environment to improve the walk-ability and wheel-ability with a focus on the immediate school-neighbourhood, common/high-use routes, and on school property.

Enforcement

Increase awareness and compliance of traffic laws, parking regulations, drop-off/pick-up guidelines and personal safety with a focus on the immediate school-neighbourhood and on school property.

Education

Change perceptions of active travel and support programs to improve safety, reduce conflicts between transportation modes, and build the confidence and skills needed to safely and confidently walk or wheel to and from school.

Encouragement

Promote walking and wheeling as fun, easy, practical, exciting and inclusive ways to get to and from school.

Making a difference...together

REPORT TO PLANNING, TRANSPORTATION AND PROTECTIVE SERVICES COMMITTEE MEETING OF WEDNESDAY, NOVEMBER 18, 2020

SUBJECT Regional Growth Strategy Indicators Report

ISSUE SUMMARY

To receive the Regional Growth Strategy (RGS) Indicators Report.

BACKGROUND

The *Local Government Act* (*LGA*) section 452 sets out requirements for regional districts with adopted regional growth strategies. Specifically, a regional district must:

a) establish a program to monitor RGS implementation and the progress made towards its objectives and actions; and
b) prepare an annual report on that implementation and progress.

The RGS Indicators Report was developed in 2019 to support consistent annual reporting and meet legislative requirements. The report consists of 20 indicators that measure progress towards achieving RGS targets and objectives. Each indicator includes a description of what is being measured, why it is important and a discussion of trends. Over time, the indicators will help identify progress being made toward RGS implementation or alert the region to a need for change if progress is not being seen.

Criteria for selection of indicators included: relevance, data availability, accuracy, cost, and effort. While many indicators use data that is available annually, some indicators rely on Census data that is only available every five years.

For 2020, 14 of the 20 indicators were updated with new data. Please see Appendix A for the report and detailed information about the new data.

The indicators have shown little change since the last report. It is important to note that changes in year-to-year performance do not always equate to a long term trend. It may take several years of data collection to reliably identify a trend. Following receipt by the Board, the information will be posted on the CRD's website.

ALTERNATIVES

Alternative 1
The Planning, Transportation and Protective Services Committee recommends to the Capital Regional District Board:
That the Regional Growth Strategy Indicator Report be received for information.

Alternative 2
That the Regional Growth Strategy Indicator Report be referred back to staff for additional information.

IMPLICATIONS

RGS Implications
Achieving RGS objectives requires collaborative partnerships between local, regional and provincial levels of government, each with specific jurisdictional authorities. The RGS indicators show how we are doing as a region rather than the performance of a specific CRD service. The

region's growth management approach, policies and targets can be reevaluated every five years during the RGS update process if progress toward RGS implementation is not being seen.

Managing and Balancing Growth, Housing and Community and Climate Action are RGS policy areas where the indicators suggest a need to closely watch for progress against RGS objectives.

1) From a growth management perspective, the region has not expanded the growth area since RGS adoption in 2018 (1.1b), and has built less than 5% of new dwelling units outside of the growth boundary (1.2a). While not indicative of a trend, we have been less effective in other growth management areas. Regionally, we have seen only 20% of growth in areas with greater than 42% active transportation (1.1a). This would suggest that focusing new dwellings within the growth boundary alone is not sufficient to create compact complete communities.
2) From a housing affordability perspective we are making steady progress in adding to the supply of affordable housing in the region, adding 1575 units between 2016 and 2019 (3.2d). However, low rental vacancy rates especially on the low end of the price spectrum indicate a market that is difficult for renters (3.2c). Low vacancy rates are compounded by average rent increases that have outpaced inflation (3.2b).
3) From a climate action perspective the region has made a 1.1% reduction in total greenhouse gas emissions since the base year of 2007(7.1a). This trend suggests we are not on track to meet our goal of a 61% reduction in GHG emissions by 2038. While a 1.1% reduction is modest there has been a 14% reduction in per capita emission since the base year which speaks to efforts by the CRD and local governments to reduce GHG emissions.

Alignment with Board & Corporate Priorities
Annual indicator reporting addresses the Planning and Development Community Need, specifically initiative 11a-3 Report On & Advance RGS Implementation/Indicators.

Ser*vice Delivery Implications*
The legislation stipulates that all services undertaken by a regional district after the Board has adopted a regional growth strategy must be consistent with the regional growth strategy. In addition to highlighting regional performance against an outcome, the indicators also could suggest areas where CRD services may need to be adjusted to ensure RGS alignment. The necessary adjustments can be considered through the CRD's established service planning and budgetary processes. Based on current data, there are no items that could require adjustment.

CONCLUSION

The Regional Growth Strategy Indicators Report monitors the region's progress towards the targets outlined in the RGS, and is updated annually. 14 of the 20 indicators were updated with new data in 2020. The RGS Indicator Report will be posted on the CRD website.

RECOMMENDATION

The Planning, Transportation and Protective Services Committee recommends to the Capital Regional District Board:
That the Regional Growth Strategy Indicator Report be received for information.

Submitted by:	Emily Sinclair, MCIP, RPP, Senior Manager, Regional & Strategic Planning
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

ATTACHMENT

Appendix A: Regional Growth Strategy Indicator Report

Regional Growth Strategy

Indicator Report 2020

Making a difference...together

RGS INDICATORS – AT A GLANCE

Managing and Balancing Growth

Number of net new dwelling units in areas where more than 42% walk/bike/bus to work (*updated 2020*)

Hectares added to the Urban Containment Policy Area (UCPA) Growth Boundary (*updated 2020*)

Percentage of net new dwellings built outside the UCPA (*updated 2020*)

Net new dwelling units in East Sooke and Otter Point Official Community Plan (OCP) areas (*updated 2020*)

Housing and Community

Create safe and complete communities

Reduce core housing need

Average rent for 2-bedroom apartment (*updated 2020*)

Vacancy rate by rental price quartiles (*updated 2020*)

Increase supply of affordable housing (*updated 2020*)

Environment and Infrastructure

Percentage of Sea-to-Sea Green/Blue Belt acquired (*updated 2020*)

Percentage of the Regional Trail Network completed (*updated 2020*)

Compliance with Source Control Bylaw (*updated 2020*)

Number of discharges with a high public health concern (*updated 2020*)

Waste stream:
solid waste disposal (*updated 2020*)

Average water consumption (*updated 2020*)

Transportation

Percentage of total trips made by walking, cycling and transit in the Growth Management Planning Area (GMPA)

Economic Development

Jobs to population ratio

Food Systems

Hectares of farmland in the GMPA

Average age of farmer

Climate Action

Community Greenhouse Gas (GHG) emissions (*updated 2020*)

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The Regional Growth Strategy

The 2018 Regional Growth Strategy (RGS) is a framework developed by municipalities and the regional district to address how communities will work together to enhance regional quality of life and social well-being over the next 20 years.

> The provincial government created the growth strategy legislation to "...promote human settlement that is socially, economically and environmentally healthy and that makes efficient use of public facilities and services, land and other resources".

The RGS includes policies, actions and targets for the reduction of greenhouse gas emissions. The strategy was developed with significant public and stakeholder involvement and responds to the RGS vision of a livable community that stewards the environment and natural resources with care.

The RGS Indicator Report

A robust monitoring program helps the region measure progress towards achieving RGS goals and objectives.

Wherever possible, indicators were selected such that data would be available on an annual basis. Unfortunately, for many of the indicators, information is only available through census data and will therefore only be updated every five years.

How to use this report

For each indicator, four key questions are answered:

- What is being measured?
- Why is the indicator important?
- What is the target/desired trend?
- How are we doing?

Indicator performance is described relative to a baseline year. However, it is important to note that changes in year-to-year performance do not always equate to a long-term trend. While performance in any given year may be positive or negative, it may take many years of data to reliably identify a clear trend. Where possible, trend lines are included in the graphs to help illustrate indicator trends.

The RGS indicators evaluated in this report are shown in the following table.

2038 Targets by priority area and objective

PRIORITY AREA	OBJECTIVE	TARGETS BY 2038
1.0 Managing and Balancing Growth	1.1 Keep Urban Settlement Compact 1.2 Protect the Integrity of Rural Communities	• Accommodate a minimum of 95% of the region's new dwelling units within the Urban Containment Policy Area.
2. 0 Environment and Infrastructure	2.1 Protect, Conserve and Manage Ecosystem Health	• Acquire 100% of the Sea-to-Sea Green/Blue Belt. • Complete 100% of the Regional Trail Network. • Reduce contaminants to fresh and marine water bodies.
	2.2 Deliver Services Consistent with RGS Objectives	• Prepare long-term capital plans for Capital Regional District utilities and major infrastructure improvements that take into consideration the conservation of land, water and energy resources and the impacts of climate change and natural hazards.
3.0 Housing and Community	3.1 Create Safe and Complete Communities	• Municipal targets for the number of people living in complete communities to be identified by municipalities in Regional Context Statements.
	3.2 Improve Housing Affordability	• Increase the supply of more affordable housing. • Reduce the number of people in core housing need. • Reduce the number of people who are homeless.
4.0 Transportation	4.1 Improve Multi-Modal Connectivity and Mobility	• Achieve a transportation system that sees 42% of all trips made by walking, cycling and transit.

5.0 Economic Development	5.1 Realize the Region's Economic Potential	• Achieve a jobs/population ratio of:
		  • 0.60 in Core Area
		  • 0.53 in Saanich Peninsula
		  • 0.36 in West Shore

6.0 Food Systems	6.1 Foster a Resilient Food and Agriculture System	• Increase the amount of land in crop production for food by 5,000 ha to enhance local food security. • Municipal targets to increase the amount of land in crop production for food and to encourage agricultural land to be identified by municipalities in Regional Context Statements.
7.0 Climate Action	7.1 Significantly reduce community based greenhouse gas emissions	• Reduce community greenhouse gas emissions by 33% (from 2007 levels) by 2020, and by 61% by 2038.

1.0 MANAGING AND BALANCING GROWTH

1.1a Number of net new dwelling units in areas where more than 42% walk/bike/bus to work

What is being measured?

This indicator tracks new dwelling units created in census Dissemination Areas (DA) where at least 42% of trips involve active transportation (walking, biking or taking transit).

Why is this indicator important?

The RGS aims to keep urban settlement compact and directs new growth to be located where it can be efficiently serviced by transit and active transportation.

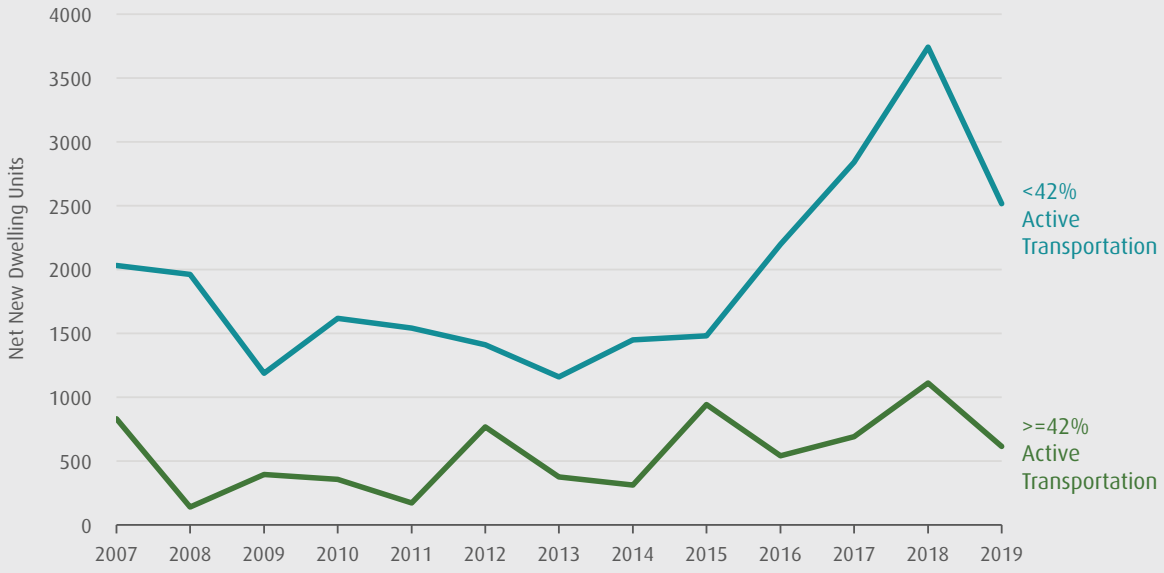
Target/Desired Trend

Place growth in areas conducive to walking, cycling and transit.

How are we doing?

Currently, we are not meeting the target.

In the Growth Management Planning Area (GMPA) between 2012-2015, we saw as much as 39% of growth in net new dwelling units in areas with greater than 45% active transportation. In the period of 2016-2019 we saw 20% of growth in net new dwelling units in high active transportation areas and high growth of net new units in areas with less active transportation.



Source: CRD Building Permit Database and Statistics Canada Census of Population 2016

1.1b Hectares added to the Urban Containment Policy Area growth boundary

What is being measured?

This indicator measures the net change in the land area of the Urban Containment Policy Area (UCPA). The UCPA is intended to hold a land supply that will accommodate the region's population and employment growth.

Why is this indicator important?

This indicator aligns with the RGS objective to keep urban settlement compact. The Regional Growth Strategy includes a policy that generally permits amendment to the UCPA only as an outcome of a comprehensive 5-year review of the RGS.

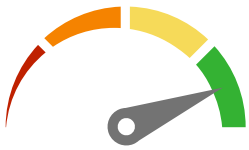
Target/Desired Trend

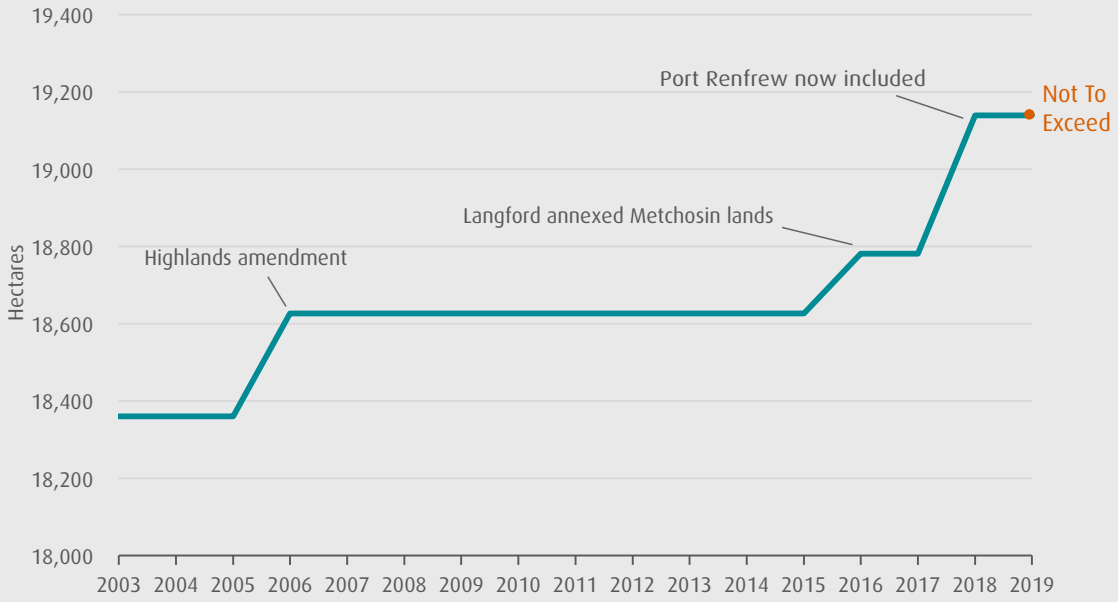
Minimize change to the UCPA from the date of adoption of the 2018 RGS.

How are we doing?

We are meeting the target.

Since the March 2018 adoption of the RGS, there have been no changes to the UCPA.





Source: CRD Regional Planning

1.0 MANAGING AND BALANCING GROWTH

1.2a Percentage of net new dwellings built outside the Urban Containment Policy Area (UCPA)

What is being measured?

This indicator measures the annual share of net new dwelling units located outside the UCPA.

Why is this indicator important?

The RGS aims to keep urban settlement compact and protect the integrity of rural communities.

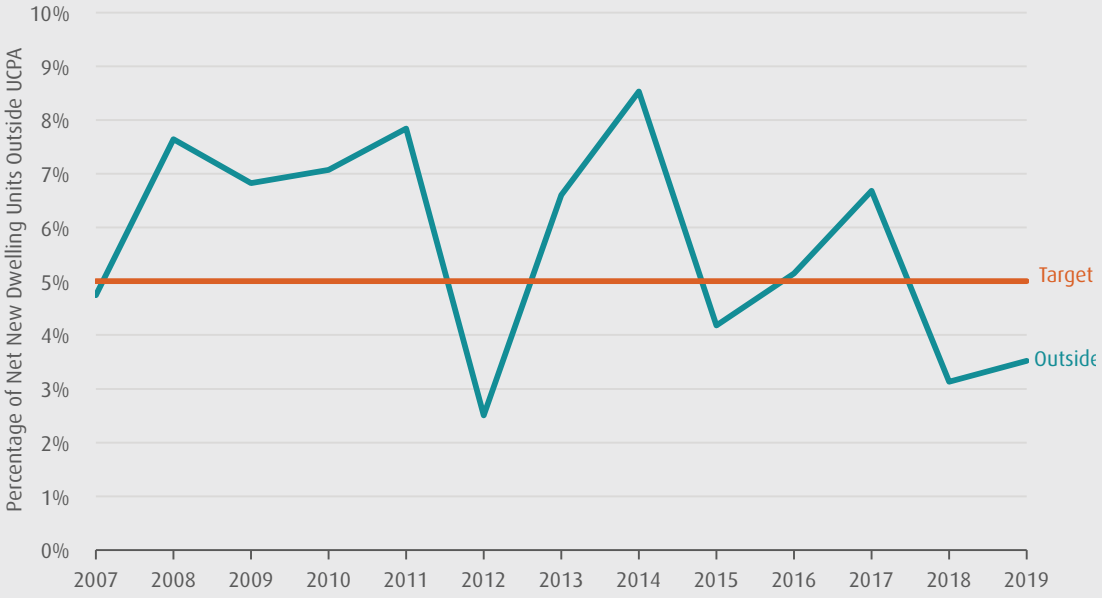
Target/Desired Trend

Accommodate a maximum of 5% of the region's net new dwelling units outside the UCPA (for a minimum 95% of net new dwelling units within the UCPA, as per RGS target).

How are we doing?

We have me the target in the last two years.

In the past ten years the average percentage growth outside the UCPA has been 5.6% and the standard deviation was 1.9%.



Source: CRD Building Permit Database

1.2b Net new dwelling units in East Sooke and Otter Point Official Community Plan (OCP) areas

What is being measured?

This indicator measures annual net new dwelling units located in the East Sooke and Otter Point OCP areas of the Juan de Fuca Electoral Area.

Why is this indicator important?

The RGS aims to protect the integrity of rural communities.

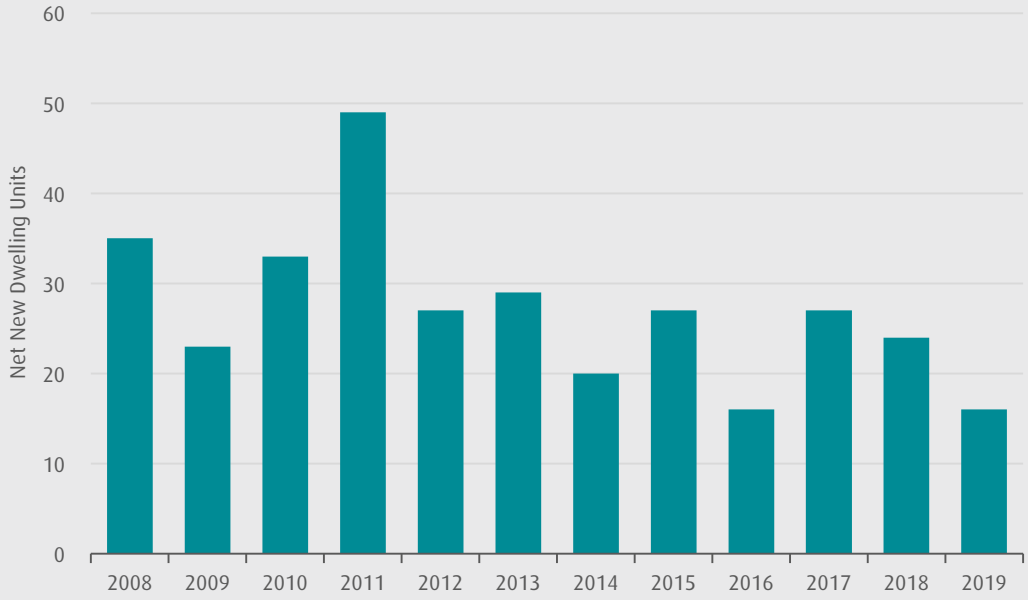
Target/Desired Trend

The total number of units in East Sooke and Otter Point is not to exceed 3,384 units. This includes both existing and new units.

How are we doing?

We are meeting the target.

As of 2019 there are 1,633 dwelling units in East Sooke and Otter Point. There has been minimal expansion, with an average of 26 net new units per year over the past 10 years.



Source: CRD Building Permit Database

2.0 ENVIRONMENT AND INFRASTRUCTURE

2.1a Percentage of Sea-to-Sea Green/Blue Belt acquired

What is being measured?

This indicator tracks the percentage of land within the regional Sea-to-Sea Green/Blue Belt that has been protected. Acquisition of additional land required to meet the target is to be undertaken by CRD and/or other levels of government.

Why is this indicator important?

The RGS aims to protect, conserve and manage ecosystem health. The protection of the Sea-to-Sea Green/Blue Belt will provide a continuous connected greenbelt network from Tod Inlet to the Sooke Basin.

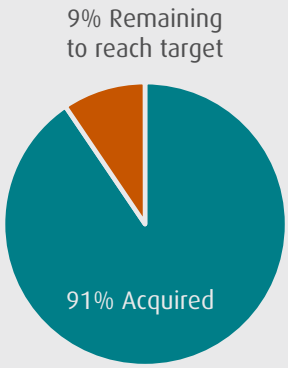
Target/Desired Trend

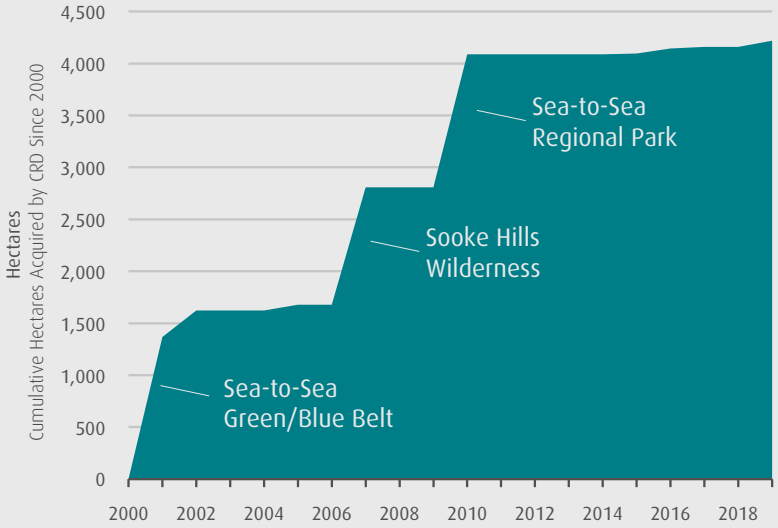
Acquire 100% of the Sea-to-Sea Green/Blue Belt.

How are we doing?

We have yet to fully meet the target.

As of September 2018, 91% of the proposed 11,310 hectares has been acquired.





Source: CRD Regional Parks

2.0 ENVIRONMENT AND INFRASTRUCTURE

2.1b Percentage of the Regional Trail Network completed

What is being measured?

This indicator measures the percentage of the Regional Trail Network that has been completed.

Why is this indicator important?

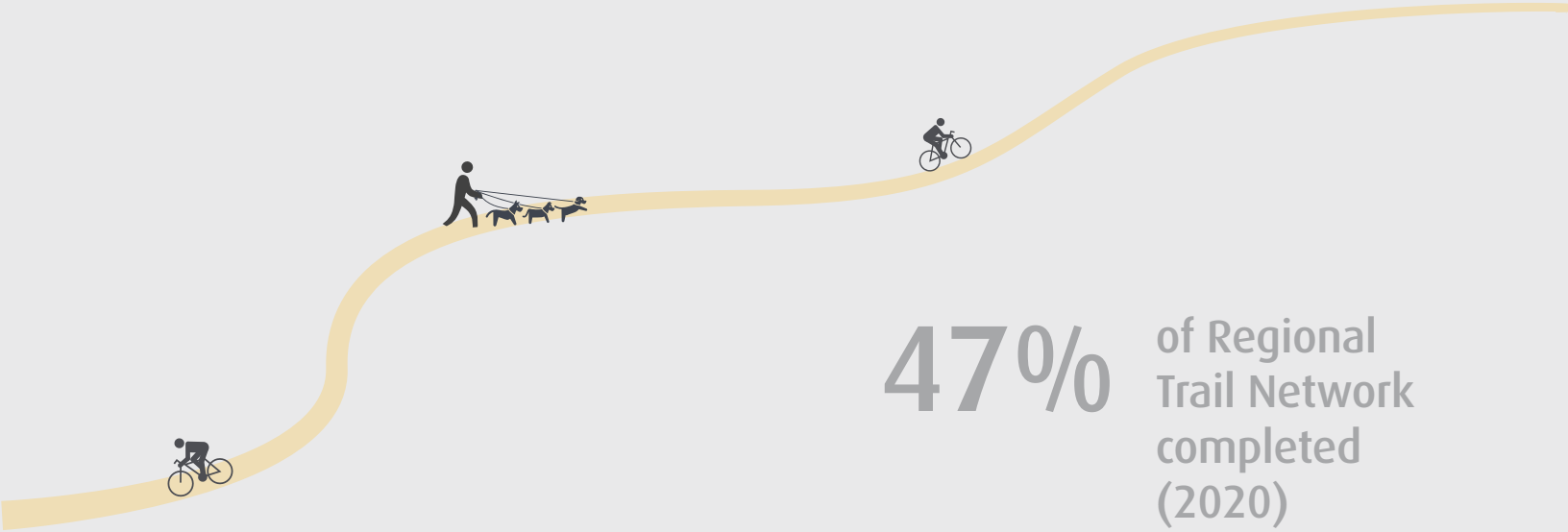
The RGS aims to protect, conserve and manage ecosystem health. The Regional Trail Network represents an integrated trail and linear park system linking urban areas to rural green space and is a key element of the Regional Green/Blue Spaces Strategy.

Target/Desired Trend

Complete 100% of the Regional Trail Network as identified in the 2011 CRD Regional Parks Strategic Plan.

How are we doing?

We are making progress towards the target. As of October of 2020, 47% of the proposed 390 kilometres of the Regional Trail Network has been completed.



47% of Regional Trail Network completed (2020)

Source: CRD Regional Parks

2.1c Compliance with Source Control Bylaw

What is being measured?

This indicator measures the percentage of businesses in compliance with Source Control Bylaw standards.

Why is this indicator important?

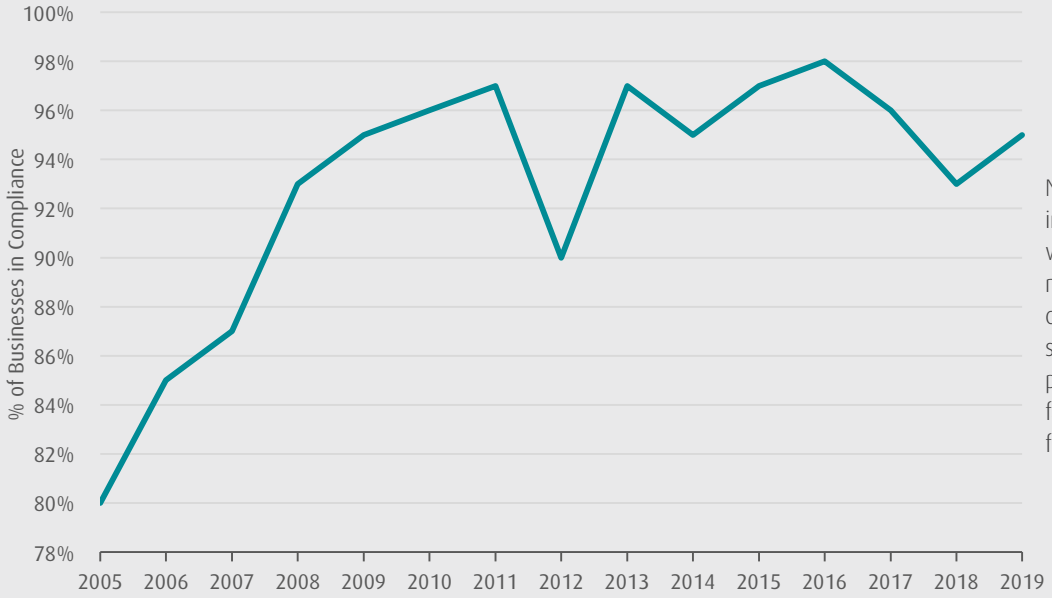
The RGS aims to protect, conserve and manage ecosystem health. A high level of compliance reduces contaminants in fresh and marine regional waterways.

Target/Desired Trend

Increase compliance of the standards established in the Source Control Bylaw.

How are we doing?

We are seeing consistently high levels of compliance.



NOTE: Prior to 2014, the indicator tracked proper waste treatment. The new measure, overall compliance, is a stricter standard indicating proper waste treatment facilities that are fully functioning.

Source: CRD Environmental Protection

2.1d Number of discharges with a high public health concern

What is being measured?

This indicator monitors the number of discharges with high public health concern.

Why is this indicator important?

The RGS aims to protect, conserve and manage ecosystem health.

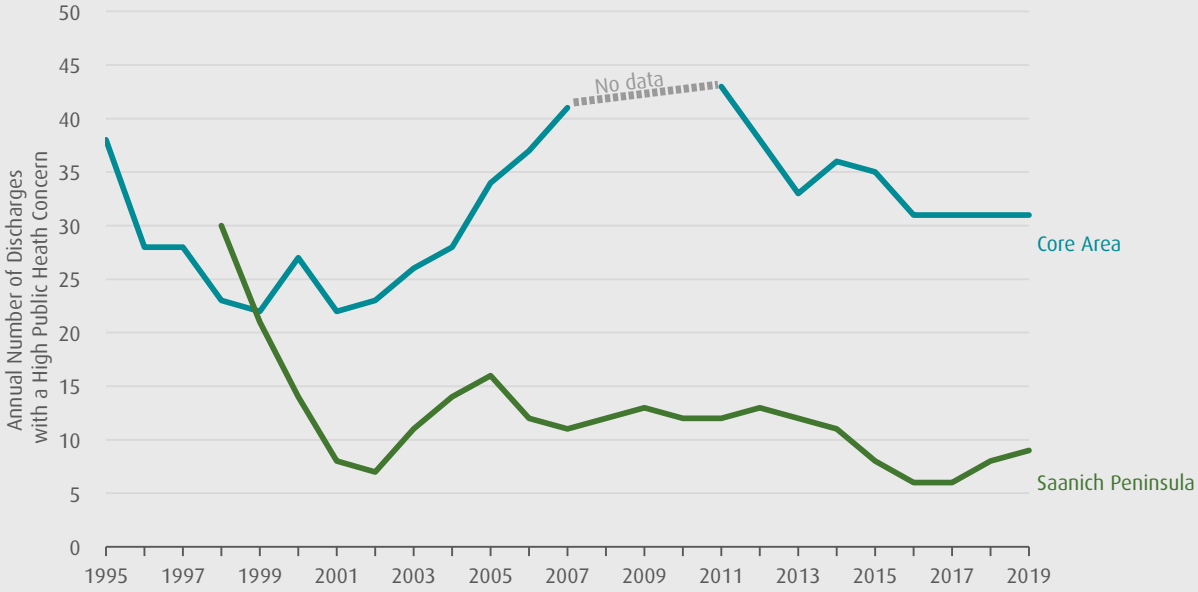
Target/Desired Trend

Reduce contaminants to fresh and marine water bodies.

How are we doing?

We are meeting the target.

The overall number of discharges with high public health concerns has decreased in the Core Area since 2012 and on the Saanich Peninsula since 2005. However, there were still 31 discharges in the Core Area and 9 in the Saanich Peninsula in 2019.



Source: CRD Environmental Protection

2.2a Waste stream: solid waste disposal

What is being measured?

This indicator measures the per capita amount of solid waste disposed of annually from both residential and non-residential sources.

Why is this indicator important?

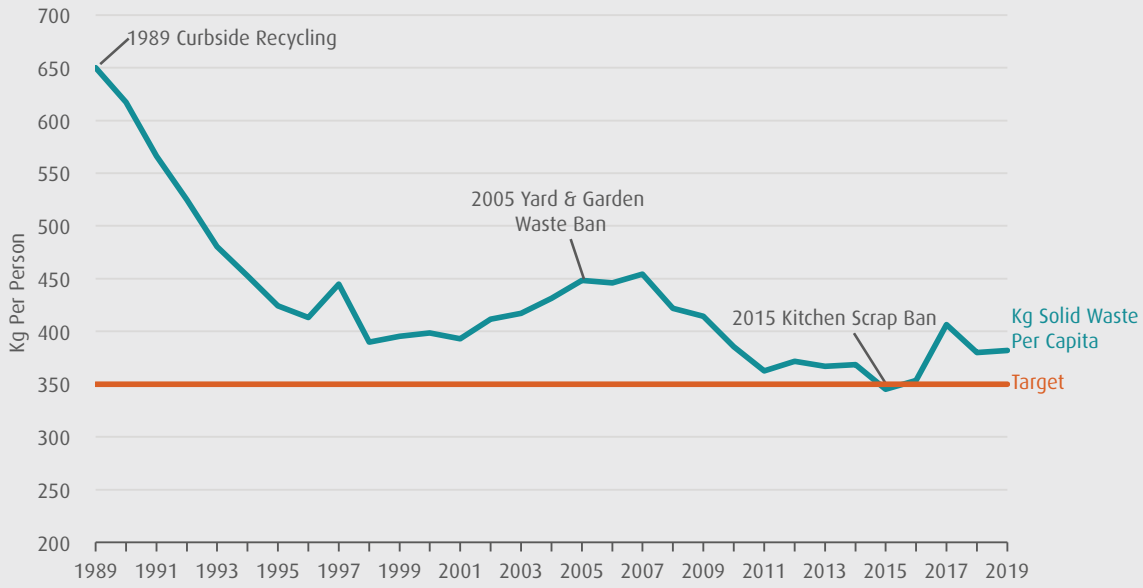
The RGS aims to minimize the consumption of renewable and non-renewable resources through efficient use and responsible management.

Target/Desired Trend

There are no RGS targets for this indicator, however the BC Government has set a 2020 solid waste disposal target rate of 350 kg/person per year.

How are we doing?

Currently, we are not meeting the target, however we are at less than the provincial average of 505 kg/person (2018), and the CRD has the second lowest kg/person in the province. Following years of decline, recent economic activity has resulted in a short-term increase in per capita solid waste disposal. Long-term trends show we are on our way to meeting our provincial targets.



Source: CRD Environmental Resource Management

2.2b Average water consumption

What is being measured?

This indicator measures the average daily consumption of potable water per capita for residential uses.

Why is this indicator important?

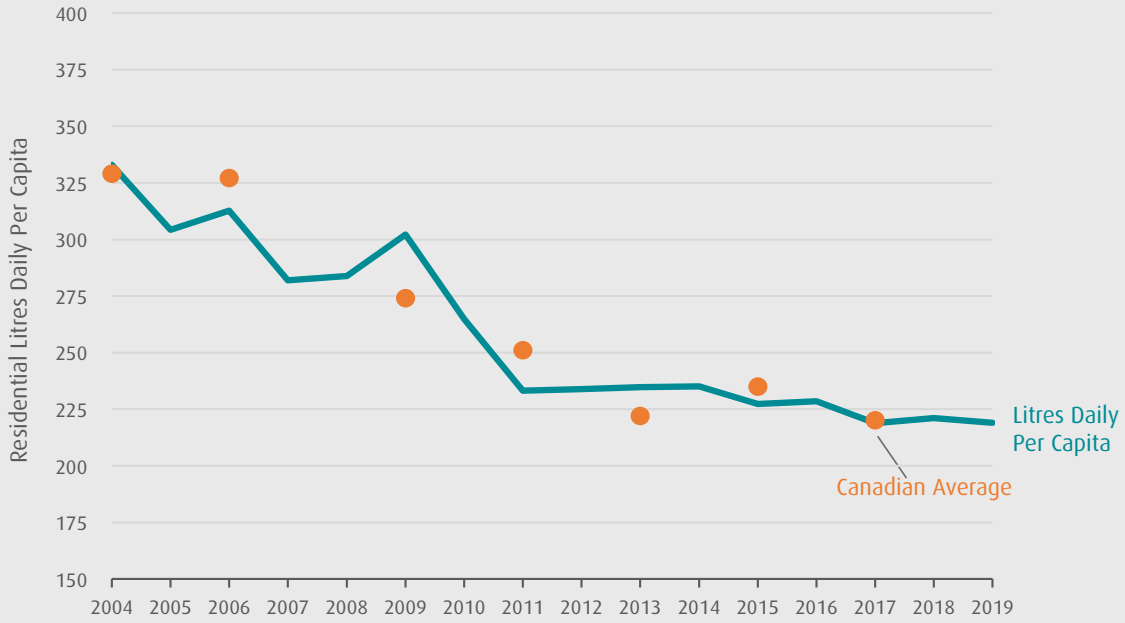
The RGS aims to minimize the consumption of renewable and non-renewable resources through efficient use and responsible management.

Target/Desired Trend

Decrease per capita consumption of potable water.

How are we doing?

Following a sizeable reduction in per capita water consumption in the region, rates have stabilized around the Canadian average.



Source: CRD Integrated Water Services, 2004-2009 Environment Canada Municipal Water and Wastewater Survey
2011-2017 Statistics Canada Survey of Drinking Water Plants

3.0 HOUSING AND COMMUNITY

3.1a Create safe and complete communities

What is being measured?

This indicator measures the number of people living in complete communities identified by municipalities in their Regional Context Statements.

Why is this indicator important?

The RGS supports the development of complete communities that allow residents to undertake many daily activities close to home.

Target/Desired Trend

Increase the number of people living in complete communities.

How are we doing?

Data not yet available. Tracking will commence now that all municipalities have submitted Regional Context Statements.

3.0 HOUSING AND COMMUNITY

3.2a Reduce core housing need

What is being measured?

This indicator measures the percentage of households in core housing need.

A household in core housing need falls below at least one of the housing standards: adequacy (property does not require major repairs); affordability; or suitability (number of bedrooms match household size) *and* it would have to spend 30% or more of its total before-tax income to pay the median rent for housing that is acceptable (meets all three standards).

Why is this indicator important?

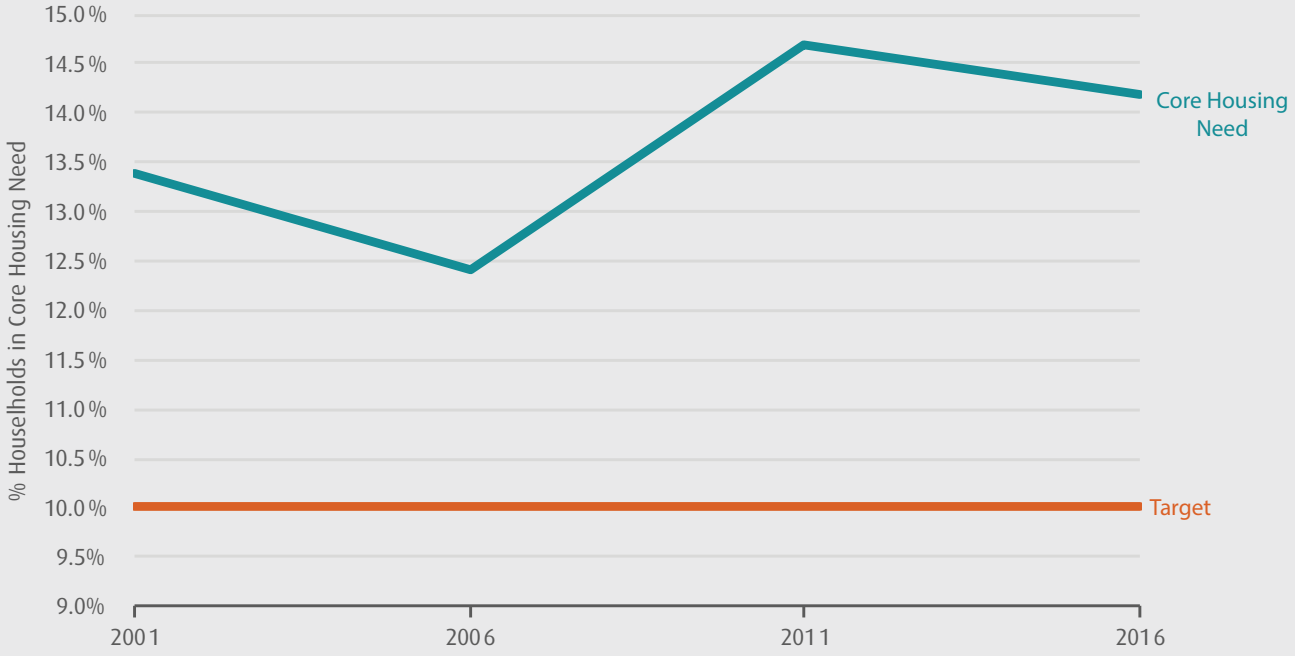
The RGS aims to improve housing affordability.

Target/Desired Trend

Reduce core housing need.

How are we doing?

Some progress has been made following a large spike in core housing need in 2011, however, we are far from our target.



Source: Statistics Canada, Census of Population, 2001, 2006 and 2016 and National Household Survey, 2011

3.2b Average rent for 2-bedroom apartment

What is being measured?

This indicator measures the average cost of 2-bedroom rental housing in the Victoria Census Metropolitan Area.

Why is this indicator important?

The RGS aims to improve housing affordability.

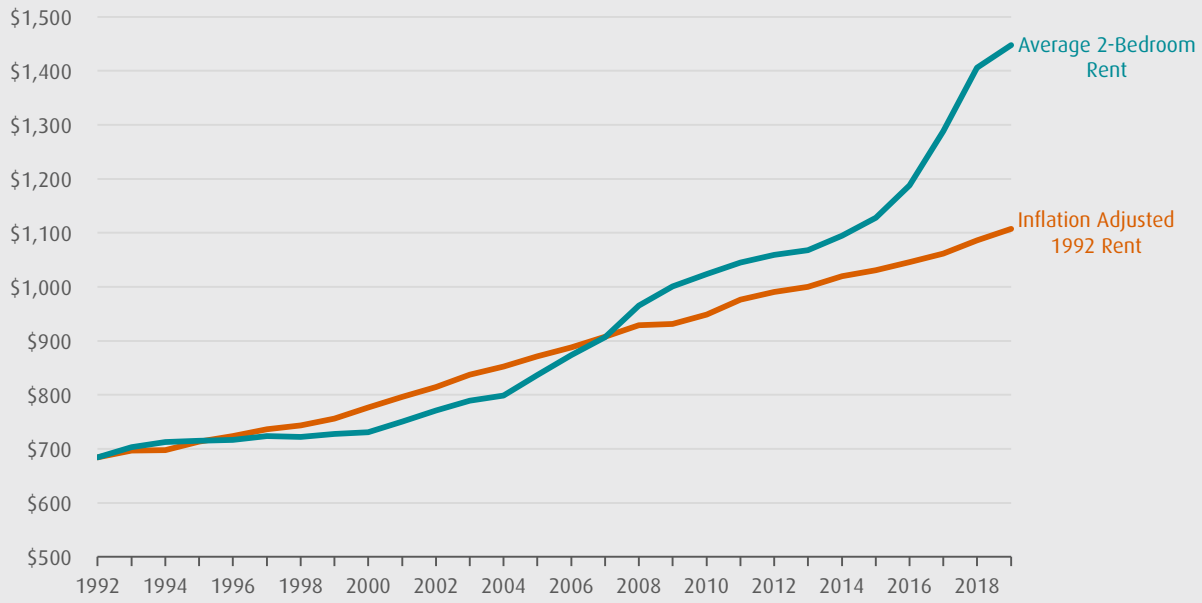
Target/Desired Trend

There is no target for the average cost of rental housing, however, cost increases at or below the level of inflation are preferable.

How are we doing?

We are currently not meeting this target.

The price of a 2-bedroom rental has outpaced inflation since 2008.



Source: CMHC Rental Market Survey

3.2c Vacancy rate by rental price quartiles

What is being measured?

This indicator measures the rental vacancy rate by rental price quartiles in the Victoria Census Metropolitan Area (CMA) over time.

Why is this indicator important?

The RGS aims to improve housing affordability in the region. The rental vacancy rate by rental price quartiles is an indicator of housing supply and housing affordability in the region. Recommended vacancy rates range between 2-4%.

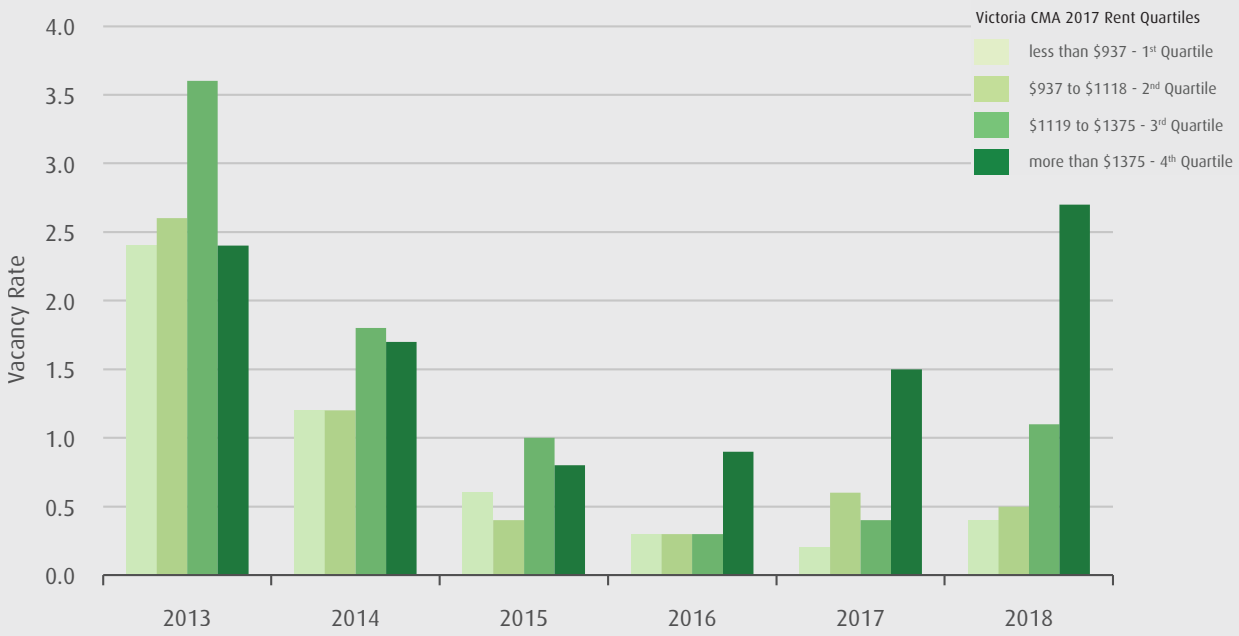
Target/Desired Trend

The RGS does not have a specific target for the vacancy rate by rental price quartiles.

Higher vacancy rates across all prices are preferable.

How are we doing?

We are currently not meeting this target. There has been a general trend of very low vacancy rates in the region, especially at the lower price quartiles. The most recent data from 2018 shows a marginal increase in vacancies, most significantly in units renting for more than $1,119.



Source: CMHC Rental Market Survey

3.2d Increase supply of affordable housing

What is being measured?

This indicator measures the cumulative number of subsidized housing units in the Growth Management Planning Area (GMPA) that have a financial relationship with BC Housing. The units include emergency shelters, housing for the homeless, transitional and supported housing and assisted living, independent social housing and rent assistance in the private market.

Why is this indicator important?

The RGS aims to increase the supply of affordable housing and to reduce the number of people who are experiencing homelessness.

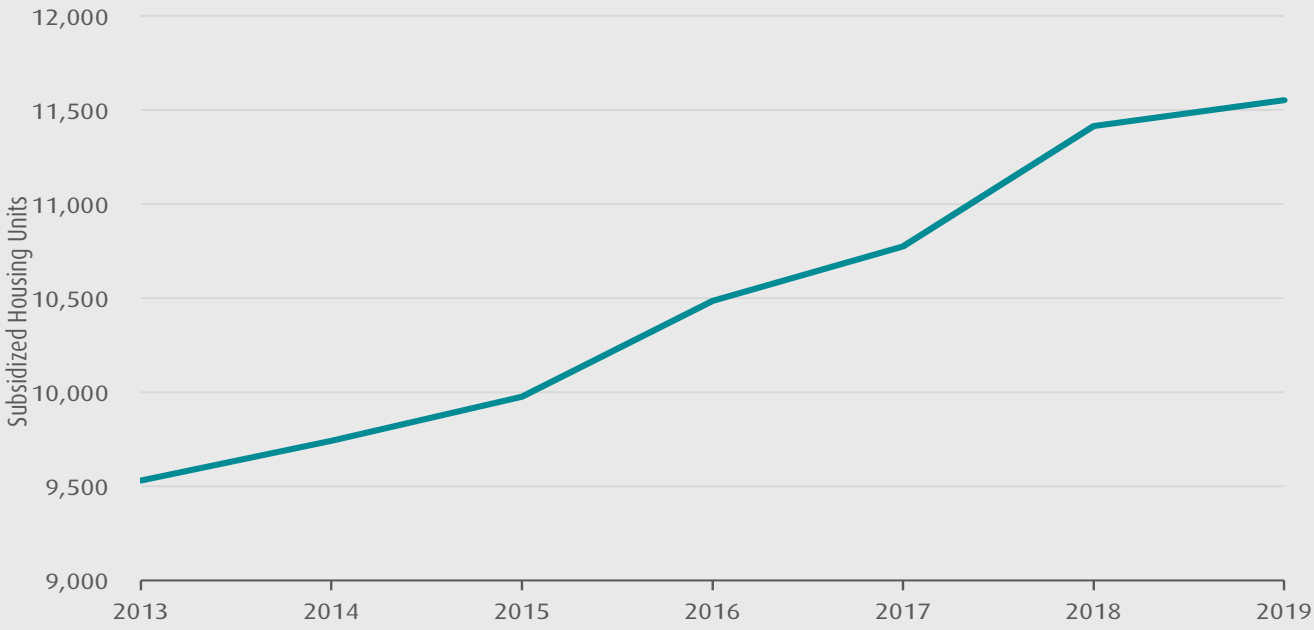
Target/Desired Trend

Increase the cumulative number of subsidized housing units that have a financial relationship with BC Housing.

How are we doing?

Progress is being made toward the target.

As of March 31, 2019 there were 11,551 subsidized housing units in the GMPA. The GMPA contains 10% of BC's subsidized housing units and 8% of BC's population.



Source: BC Housing's Research & Corporate Planning Department Unit Count Report March 2019

4.0 TRANSPORTATION

4.1a Percentage of total trips made by walking, cycling and transit in the Growth Management Planning Area (GMPA)

What is being measured?

This indicator measures the percentage of total trips made by cycling, walking and transit in the RGS GMPA.

Why is this indicator important?

The RGS aims to improve multi-modal connectivity and mobility. Mode share percentages provide the necessary data to track transportation choices over time.

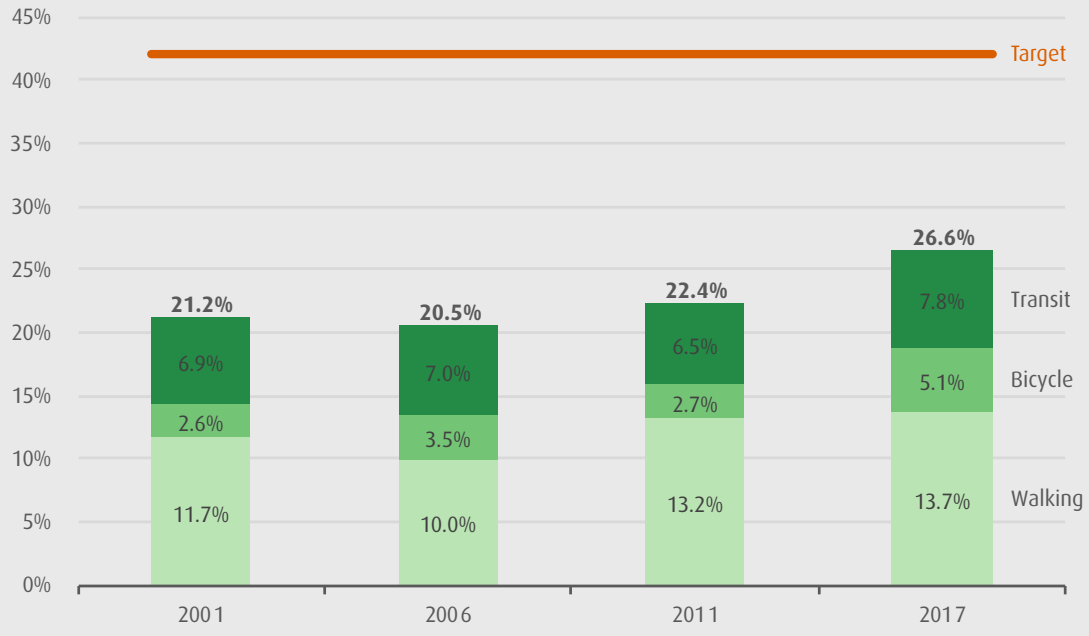
Target/Desired Trend

Achieve a transportation system that sees 42% of all trips made by walking, cycling and transit by 2038.

How are we doing?

Progress is being made toward this target.

The past three Origin Destination Surveys show steady increases in active transportation and transit mode share over the past decade.



Source: CRD Origin Destination Survey 2001, 2006, 2011, 2017

5.0 ECONOMIC DEVELOPMENT

5.1a Jobs to population ratio

What is being measured?

This indicator measures the ratio of employment to population in each CRD sub-region.

Why is this indicator important?

The RGS aims to realize the region's economic potential. A balanced distribution of employment and jobs indicates economic opportunities spread across the region.

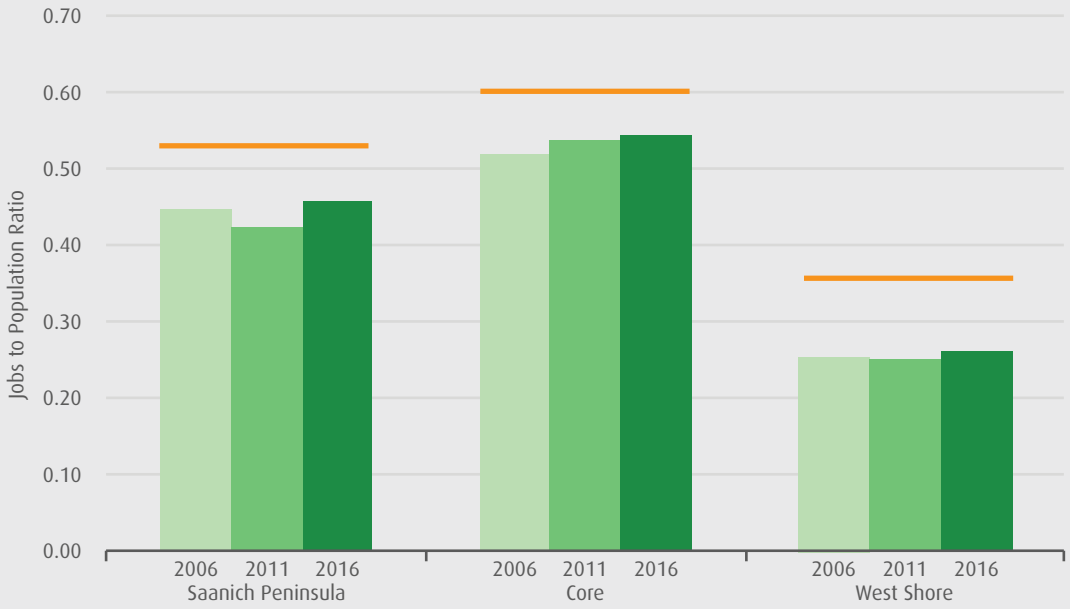
Target/Desired Trend

Achieve a jobs to population ratio of:

- 0.60 in the Core Area
- 0.53 in the Saanich Peninsula
- 0.36 in the West Shore

How are we doing?

All three sub-regions have made minor progress towards their targets.



Source: Statistics Canada, Census of population, 2006, 2011, 2016, Place of Residence and Place of Work Tables

6.0 FOOD SYSTEMS

6.1a Hectares of farmland in the Growth Management Planning Area (GMPA)

What is being measured?

This indicator measures hectares of farmland in the GMPA.

Why is this indicator important?

The RGS aims to foster a resilient food and agricultural system.

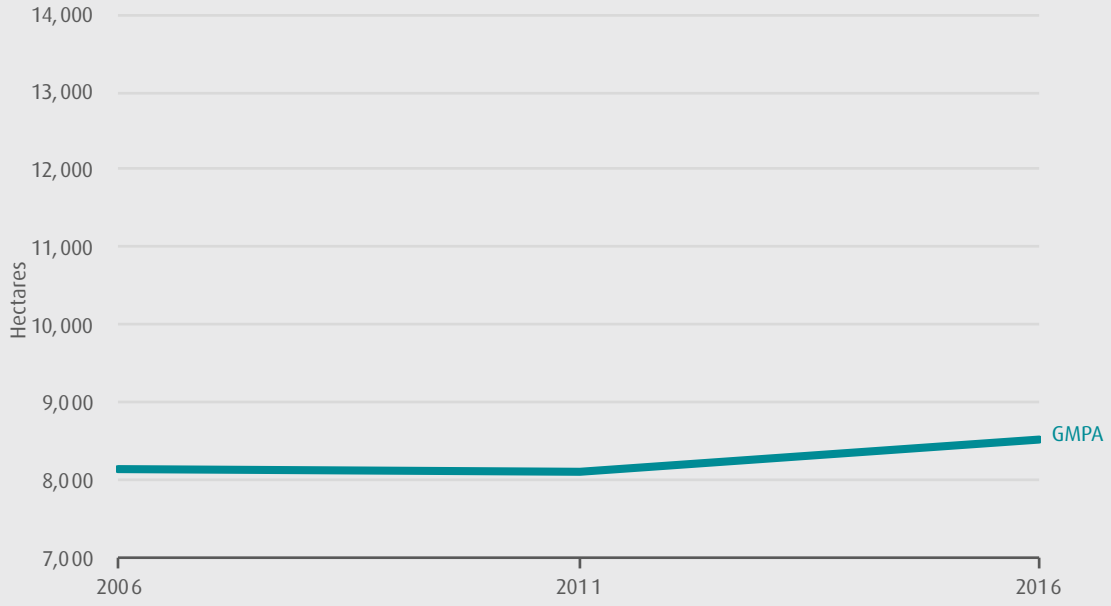
Target/Desired Trend

Increase the amount of land in food crop production by 5,000 ha by 2038.

How are we doing?

We are making some progress toward this target.

The most recent statistics from 2016 show there has been a slight increase in land being used for farming.



Source: Statistics Canada, custom tabulation of Census of Agriculture 2006, 2011, 2016

6.1b Average age of farmer

What is being measured?

This indicator measures the average age of farm operators.

Why is this indicator important?

The RGS aims to foster a resilient food and agricultural system. A higher average age of farmers represents a warning sign for the future of food production in the CRD.

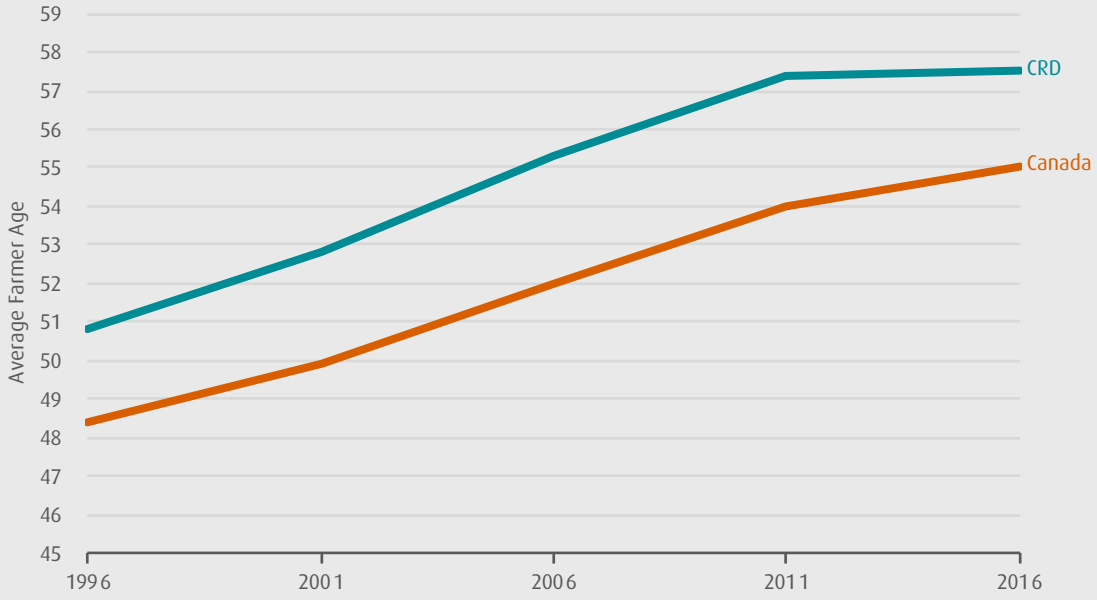
Target/Desired Trend

A lower average age of farmers is desirable.

How are we doing?

Progress toward this target remains static.

The average age of farmers in the CRD remains higher than the Canadian average but after years of steady increases, in recent years the average age has stabilized.



Source: Statistics Canada, Census of Agriculture 1996, 2001, 2006, 2011, 2016

7.0 CLIMATE ACTION

7.1a Community Greenhouse Gas (GHG) emissions

What is being measured?

Community GHG emissions.

Why is this indicator important?

The RGS aims to significantly reduce community GHG emissions.

Target/Desired Trend

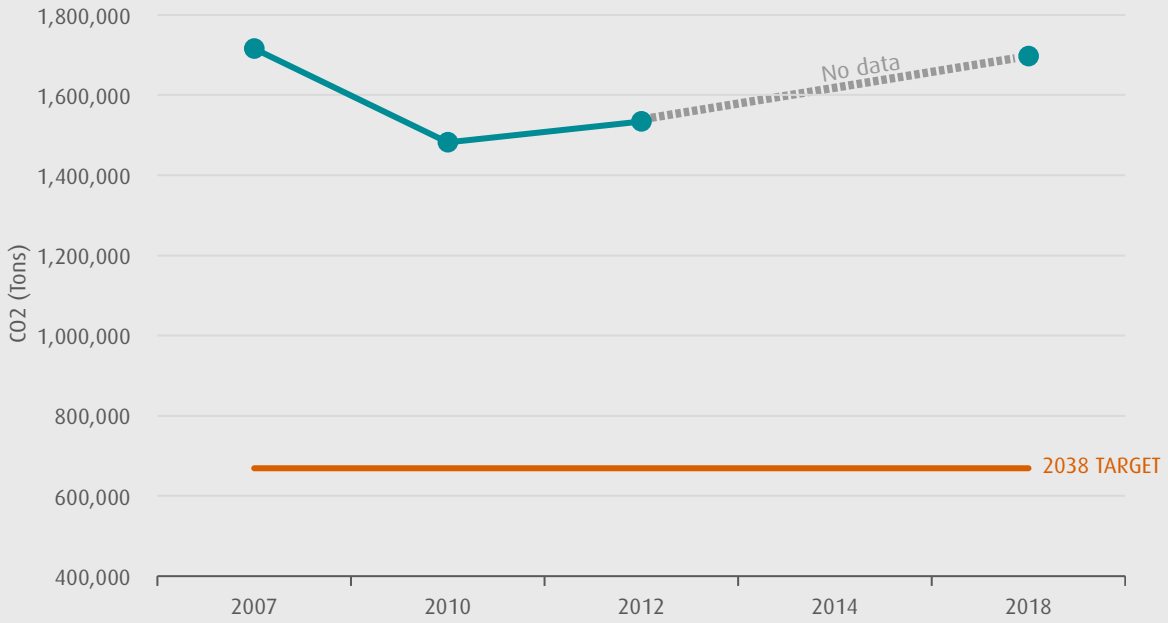
Decrease community GHG emissions by 33% from 2007 levels by 2020 and 61% by 2038.

How are we doing?

In 2018, the CRD's annual GHG emissions totaled 1,696,703 tCO2.

While this is a small decline of 1.1% from the 2007 base year GHG emissions, it is a decline of 14% on a per capita basis. Between 2007 and 2018, the CRD's population has grown 15% and thus this decline speaks to the efforts by the CRD and CRD local governments to reduce energy consumption and GHG emissions.

However, the current trend suggests that we will not meet the target by 2038 unless greater effort is taken.



Source: Capital Regional District 2018 GPC BASIC+ Community Greenhouse Gas (GHG) Emissions Inventory Report

Making a difference...together

Making a difference...together

REPORT TO PLANNING, TRANSPORTATION AND PROTECTIVE SERVICES COMMITTEE MEETING OF WEDNESDAY, NOVEMBER 18, 2020

SUBJECT **Deer Management Update**

ISSUE SUMMARY

To respond to the October 21, 2020 Planning, Transportation and Protective Services Committee (PTPSC) request for an update on deer management activities in the capital region.

BACKGROUND

In 2011, the Capital Regional District (CRD) communicated with the Ministry of Environment, Ministry of Forests, Lands and Natural Resource Operations and Ministry of Agriculture regarding concerns raised by citizens about increasing deer-human conflicts. The CRD requested that the ministries manage the deer population, as wildlife management is a provincial responsibility under the *Wildlife Act*. The Ministry identified that local governments needed to identify a deer management option and that local bylaws restricted the primary population management tool – hunting. In response to the Province and continued public and local government concerns, CRD staff began tracking the economic, social and environmental impacts of deer to propose a coordinated strategy.

In 2012, the CRD initiated an 11 member Citizens Advisory Group, supported by an Expert Resources Working Group to guide the development of a Regional Deer Management Strategy (RDMS) and implementation plan. The CRD Board supported the RDMS recommendations. Staff were directed to share the framework with municipalities, electoral areas and the Islands Trust to build support for implementation of actions within their jurisdiction and to focus on the agricultural sector.

Through 2013 and 2014, local governments, stakeholders and the agricultural community worked together to implement the recommendations of the RDMS. Central Saanich and Oak Bay participated in a rural and an urban pilot project to test the feasibility of recommended management options. The PTPSC received regular progress updates on project activities.

The urban pilot project with the District of Oak Bay included deer population reduction using capture and euthanize. The project was controversial and as a result of external pressure, required additional funds to mitigate risks. The pilot was closed early at the direction of Oak Bay Council after 11 deer were removed. Despite ending early, the goal to test the feasibility of deer management options through a pilot project was accomplished.

Through 2015, the CRD Board and PTPSC received information about the outcomes of the RDMS pilots and considered the establishment of an ongoing deer or wildlife management service. Included for consideration was a summary of all CRD wildlife management functions. After the completion of the pilot projects, no local governments brought forward requests for a wildlife service. The CRD Board therefore chose not to pursue an ongoing service for deer management. On August 12, 2015, staff were directed to continue to manage wildlife services, as necessary, at an operational level by various departments.

Since 2018, deer counts in Oak Bay, Esquimalt and Central Saanich indicate that deer populations remain significant. Currently, the CRD role provides educational materials, historical context and management options specific to food security and agriculture. First Nations Relations helps to coordinate and administer the grant that supports an eco-cultural restoration project on Mayne Island. Appendix A summarizes ongoing deer management activities across the region.

ALTERNATIVES

Alternative 1
That the Deer Management Update report be received for information.

Alternative 2
That the Deer Management Update report be referred back to staff for additional information based on Committee direction.

IMPLICATIONS

Intergovernmental Implications
The RDMS provided a range of recommendations for deer management in the urban, rural and agricultural areas of the region. An important approach to resolving deer management issues in the region is ongoing and consistent use of a range of deer management options by those jurisdictions with authority to act. After the completion of the pilot projects, there was no municipal interest to support a CRD service to coordinate deer management activities. This means that the current deer management framework is for each jurisdiction to take action within their existing authorities.

Although the CRD does not have a deer management service, it could advocate to the provincial government on the following topics: encouraging a stronger role for the Province; more timely, consistent and comprehensive provincial assistance; provision of equipment/expertise; establishment of provincial permitting requirements; and to work with the CRD and stakeholders on a longer term strategy to address ongoing deer management issues.

As recommended by the RDMS, local governments could move forward with efforts to remove regulatory barriers to enable better deer management including: amending appropriate bylaws and regulations to permit electrical fencing, fence height, and to prohibit intentional deer feeding; amending firearms discharge bylaws in rural areas; amending and updating bylaws in keeping with changes to provincial regulations; considering resolutions to allow capture and euthanize to control populations; and, considering deer mitigation strategies in road design and construction.

Financial Implications
In part due to the CRD's advocacy, the Province established the Urban Deer Cost Share program. Some local governments in the region have accessed these funds to conduct pilot projects to research deer behaviour, reduce deer populations, reduce deer-human conflicts and to increase public awareness. However, to access these funds, local governments are required to provide matching funds, conduct deer counts and public education and outreach. These activities require staff time and taxpayer funds to deal with an issue under the jurisdiction of the provincial government. Farmers continue to experience significant crop loss due to heavy deer browsing and this trend continues as hunting pressure has increased on agricultural lands.

Service Delivery Implications
The CRD does not have a service authority to provide deer management. In keeping with the Board's direction from 2015 the CRD manages wildlife services as necessary, at an operational level by various departments. When previously canvassed, local governments indicated little interest in a new regional service for deer management.

Alignment with Board & Corporate Priorities
The eco-cultural restoration project on Mayne Island aligns with the CRD Corporate Plan Initiative 11b-2 to coordinate management of fallow deer on the Southern Gulf Islands.

Alignment with Existing Plans & Strategies
Recommendation five in the Regional Food and Agriculture Strategy is to continue to consider approaches to effectively address existing and emerging regional wildlife and invasive species issues. In alignment with this recommendation, the CRD provides educational resources related to managing deer-human conflict targeted to the agricultural community.

CONCLUSION

The current deer management framework is for each jurisdiction to take action within their own existing authorities to implement the RDMS. The CRD provides information, education and resources to farmers, the Province provides permits to help facilitate hunting in agricultural areas and a number of local governments have eased bylaw restrictions on hunting on agricultural land. When previously canvassed, local governments indicated little interest in a new regional service for deer management.

RECOMMENDATION

That the Deer Management Update report be received for information.

Submitted by:	Emily Sinclair, MCIP, RPP, Senior Manager, Regional & Strategic Planning
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

ATTACHMENT(S)

Appendix A: Summary of Ongoing Deer Management Activities Across the Region

Appendix A: Summary of Ongoing Deer Management Activities Across the Region

Agency	Activity
CRD	Through 2013 and 2014, local governments, stakeholders and the agricultural community worked together to implement the recommendations of the Regional Deer Management Strategy (RDMS). Central Saanich and Oak Bay participated in a rural and urban pilot project to test the feasibility of each management option. The PTPSC received regular progress on project activities. Since 2015, work on deer management has been operationalized within service authorities. Staff continue to receive complaints and requests for assistance from residents. Staff have stayed connected to key agricultural stakeholders through the implementation of the Regional Agriculture and Food Strategy. The CRD provides educational resources related to managing deer-human conflict and shares information about the RDMS. Two information brochures are available, providing general information and conflict reduction measures. Staff provide presentations to highlight tools for farmers at food and agricultural events.
CRD-SGI (Mayne Island)	Deer populations on the Southern Gulf Islands have surpassed their cultural carrying capacities and are significantly impacting the health of the islands' ecosystems. Over browsing limits the growth of the forest understory, the deer population increases the risk of erosion and destabilizes banks around water courses. CRD staff have worked closely with stakeholders on Mayne Island to manage the increasing populations of fallow deer and conducted an eco-cultural restoration pilot project funded with support of the Provincial Urban Deer Cost-Share Program. As a result of the project, the fallow deer population was reduced by 200 in two years and increased capacity for population management solutions. The project has laid the foundation to support ongoing community based deer management work in partnership with the Mayne Island residents, the Fallow Deer Committee and First Nations communities.
First Nations	Local First Nations, through their Douglas Treaty rights, actively seek out opportunities to hunt or acquire wildlife in their traditional territory, and have expressed an interest in partnering with municipalities to manage deer. The CRD continues to facilitate this conversation. CRD staff liaise with the Province on issues relating to regulations or permitting. The urban pilot project resulted in an opportunity for urban First Nations to receive traditional foods and cultural elements from their traditional territory, with the meat distributed amongst community members and the skins and hooves utilized for cultural purposes. CRD staff accessed the Provincial Urban Deer Cost-Share Program to complete a fallow deer pilot project on Mayne Island in 2018 and 2019. The engagement of WSANEC hunters from Tsartlip Nation in this eco-cultural restoration project provided extensive learning and relationship building opportunities on Mayne Island.
Central Saanich	Central Saanich conducted deer counts in 2018 which revealed the population is increasing.
Esquimalt	Esquimalt conducted deer counts in the fall of 2017, 2018 and 2019. By doing three scientifically valid counts, Esquimalt has established an accurate estimate of the size of its deer population and will be able to determine whether the number is stable, increasing, or decreasing. Should a deer reduction strategy be implemented, annual deer counts would be essential in determining the efficacy of that strategy.

Agency	Activity
Oak Bay	Oak Bay conducted deer counts in 2018 which revealed the population is increasing. In collaboration with the Province and the Urban Wildlife Stewardship Society (UWSS), Oak Bay has used funds from the Provincial Urban Deer Cost Share Program to collar deer and study their patterns and behaviour. Oak Bay and UWSS continue to receive cost sharing funds to fund trial immuno-contraceptive treatment for research purposes. This work is to test the feasibility of an annual dose immunocontraceptives in managing the urban deer population, as there are no approved immunocontraceptives available for commercial use. To date, Oak Bay has spent $100,000 to match Urban Deer Cost Share Funds from the Province. 60 does have been treated and 20 captured and collared as a control group. UWSS members report the program is working in spite of the appearance of new fawns and limited data.
Province	Wildlife management is a provincial responsibility. The Province's tool box has focused primarily on traditional wildlife management techniques such as hunting. While hunting in rural areas and on agricultural lands through crop protection permits can be permitted and effective, hunting is not relevant or useful in dense urban environments, where municipalities have created small parcels of land and firearms discharge bylaws.

Meeting Notes

Development Planners' Advisory Committee

Date: September 28, 2020
Time: 1:00 – 3:00 pm
Location: MS Teams

Present:

Bill Brown (Esquimalt)
Brian Green (North Saanich)
Cameron Scott (Saanich)
Corey Newcomb (Sidney)
Emily Sinclair (Capital Regional District)
Iain Lawrence (Juan de Fuca)
Jarret Matanowitsch (Central Saanich)
Jeff Weightman (CRD)
John Reilly (CRD)
Laura Beckett (Highlands)
Leah Stohmann (Langford)
Malcolm MacLean (Victoria)
Matthew Pawlow (Sooke)

Guests:

Matt Thomson (Urban Matters)
Sarah Ravlic (Urban Matters)

Regrets:

Lindsay Chase (View Royal)
Christine Culham (Capital Regional District)
Deborah Jensen (Oak Bay)
Sherry Hurst (Metchosin)
Iain Bourhill (Colwood)

Meeting Objectives

1. Receive information on the Housing Needs Reports project and provide consultant with feedback on proposed stakeholder engagement.
2. Receive information about RGS dispute resolution next steps.
3. Identify topics of interest related to municipal and regional planning to bring forward for future discussion.

Agenda

Item		Time
1	**Welcome and Introductions** Territorial acknowledgment and roll call introductions.	All 1:00 -1:10
2	**Review of May meeting notes**	Chair 1:10 -1:15
3	**Housing Needs Reports** Discussion / input on proposed item. Review item and next steps.	Urban Matters 1:15 – 1:45
4	**Regional Growth Strategy Update** Emily to give update on RGS progress. Review project next steps.	Emily 1:45 – 2:00
5	**Topics of Interest** Review and discuss suggestions provided by the group. Topics of interest discussed at May 25 meeting: 1) Economic recovery 2) Public hearings / public engagement 3) Bylaw changes, such as temporary expansion of patio service licenses enabled by the Liquor and Cannabis Regulation Branch	All 2:00 – 2:30
6	**Round Table** Topics to discuss such as economic development updates and OCP reviews.	All 2:30 – 3:00
7	**Adjournment**	3:00

1. **Welcome and Introductions**

2. **Review of February meeting notes**

3. **Housing Needs Reports**

- Urban Matters (UM) provided a presentation regarding the Regional Housing Needs Reports, the desired process for finalizing each report and timeline for completion of individual reports (based on council meeting scheduled throughout the fall). Project completion prior to end of 2020.
  The presentation is attached.
  - Discussion regarding the Lunch and Learns:
    - Action: Please indicate availability in doodle poll UM has sent out.
  - UM noted the impact of the pandemic on public engagement, particularly making it more challenging to receive input from those with lived experience.
  - Reports will include a section on impacts of COVID-19. Situation is still evolving, some short term outcomes known around vulnerable populations.
- Action: Local governments to advise if they would like UM staff present at council meetings. Note that this is outside the scope of this project.
- Action: Reports are being prepared in a standard format. UM will work with municipalities if you require any design elements to add visual identity. Additionally, provide feedback on specific presentation topics/slides needed in capacity building section.

4. **Regional Growth Strategy (RGS) Update**

- Emily provided update on RGS.
  - Continue working with Esquimalt on population projections amendment. Looking to have resolution shortly.
  - We were supposed to have an update from Provincial Government, but this has been postponed due to the election.
- Agricultural Land Commission (ALC) amendments
  - Bill 15 removes application by land owner and adds application by prescribed body which defines 7 government and crown corporations as of September 30, 2020. The amendment puts emphasis on local government for applications to

ALC. Local governments to come up with local framework on how ALC applications look. Looking to create a working group on what this looks like for the region.

5. Topics of Interest

- Last time we met in May there was interest in economic recovery. There was a spin off meeting that highlighted community oriented approaches from four municipalities.

6. Round Table

- Municipalities and the JdF EA continue to continue to adapt and respond to circumstances arising from the pandemic. Revisions have been made to public hearing processes such as online formats, appointment-style registration or hosting small drop-in groups. Attendance for meetings has been sparse in some areas. One lesson learned around in person engagement is to carefully plan how people move around spaces and check in processes to ensure a smooth flow of people.
- Discussion around impacts of Bill 15 and the ALC amendment. CRD staff are looking for interest in a breakout group to discuss this with a regional perspective and will follow up with those who indicated an interest.
- Four municipalities – North Saanich, Sidney, Central Saanich and Sooke – have launched OCP updates and are at different stages in the process. The committee looks forward to hearing findings coming forward for discussion at future meetings.
- Members shared their community's experience with bylaw changes to patio spaces and outdoor seating for restaurants. Areas are engaging with impacted neighbors and local businesses to appropriately winterize spaces and extend use of outdoor spaces to assist businesses impacted by COVID-19.

7. Adjournment.

Next meeting:
January 25, 1:00 – 3:00 pm
Microsoft Teams or Location TBD