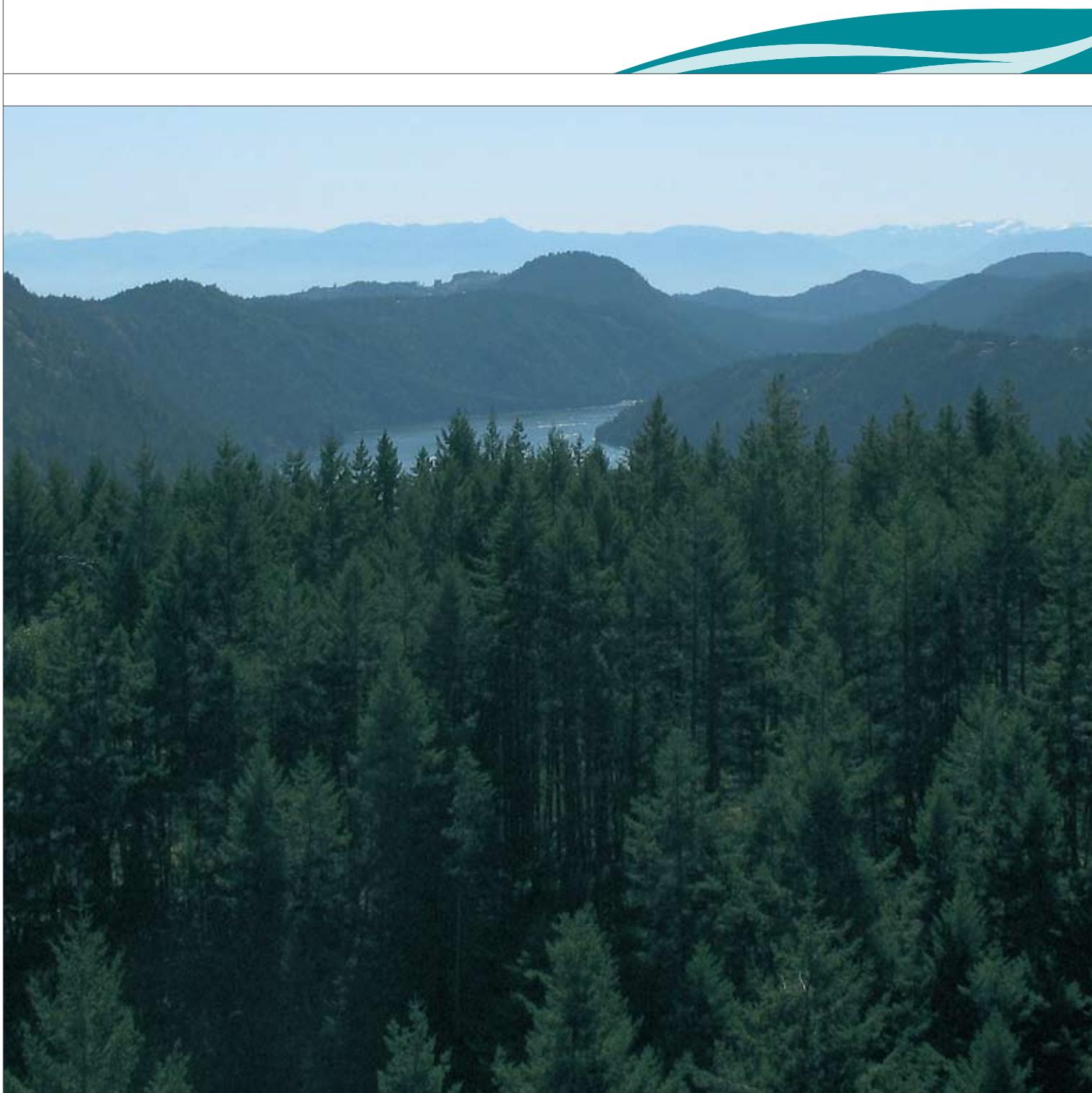


State of the Region Report

2008 Regional Growth Strategy Five-Year Monitoring Review



State Of The Region Report

2008 Regional Growth Strategy Five-Year Monitoring Review

Prepared by
Capital Regional District
Planning and Protective Services

Revised November 2008

Contents

Preface: CRD Overview	1
Regional Growth Strategy Background	2
Targets	4
Monitoring the RGS	5
RGS Monitoring Indicators	5
Reporting Geographies	6
RGS Implementation Progress	8
Key Findings:	8
1. Growth Rate.....	8
2. Urban Containment	8
3. Dwelling Units.....	9
4. Housing Density.....	9
5. Rental Housing.....	9
6. Housing Affordability	9
7. Homelessness	9
8. Agricultural Land Protection.....	9
9. Regional Green and Blue Space Protection.....	9
10. Forest Land Protection.....	10
11. Resource Management.....	10
12. Travel Mode Share.....	10
Update on RGS Sub-Strategies	11
1. Regional Transportation.....	11
2. Regional Housing Affordability	12
3. Economic Development.....	12
Regional Context Statements	13
RGS Amendment Update	13
Detailed Monitoring Indicators	14
USC 1. Keep Urban Settlement Compact	18
PRC 2. Protect the Integrity of Rural Communities.....	31
GBS 3. Protect Regional Green and Blue Spaces	35
MNR 4. Manage Natural Resources and the Environment Sustainably ...	38
BCC 5. Build Complete Communities	44
IHA 6. Improve Housing Affordability.....	50
ITC 7. Increase Transportation Choice	55
SRE 8. Strengthen the Regional Economy.....	63
Conclusions	69
Glossary of Terms	70
List of Acronyms	71

Maps

Map A: Growth Management Planning Area	7
Map B: Victoria Census Metropolitan Area	7
Map C: Regional Urban Containment and Servicing Policy Area	22
Map D: Urbanized Land Area Inside and Outside the RUCSPA.....	23
Map E: Sewer Service in the Growth Management Planning Area	29
Map F: Changes in the Agricultural Land Reserve	30
Map G: Proposed Sea-to-Sea Green/Blue Belt.....	34
Map H: Dwelling Units within Walking Distance of a Commercial Center	49

Key Facts for the Growth Management Planning Area

Land Area

Land Area (including lakes)	Total Land Area
Capital Region	236,735 ha
Regional Urban Containment and Servicing Policy Area	16,420 ha
Growth Management Planning Area (GMPA)	197,600 ha
Victoria Census Metropolitan Area (CMA)	69,534 ha

Greenspace and Renewable Working Landscapes

	Total Lands in GMPA (ha)	% of Total Land Area of the GMPA
Agricultural Land Reserve (2007)	10,624	5.4%
CRD Water Lands (2007)	19,860	10.1%
CRD Regional Parks (2007)	10,998	5.6%
Federal and Provincial Parks (2007)	5,153	2.6%

Population

	2001	2006
Capital Region	325,754	345,164
RUCSPA	275,460	283,031
GMPA	307,420	325,753
Victoria CMA	311,902	330,088

Population Growth Rate

	2001-2006	Annual Average
Victoria CMA	5.8%	1.2%
West Shore	11.9%	2.4%
Core	4.8%	1.0%
Peninsula	3.5%	0.7%
British Columbia	5.3%	1.1%

Source: Statistics Canada, 2001 & 2006 Census of Canada

Demographics

Victoria CMA	2001	2006
% of population aged 65 years and older	17.8%	23.4%
Median Age	41.0	43.1
Average Household Size (persons/household)	2.3	2.3

Source: 2001 & 2006 Census

Rental Vacancy Rate

Rental vacancy rate	Victoria	British Columbia	Canada
2007	0.5%	1.0%	2.6%
2006	0.5%	1.2%	2.6%
2005	0.5%	1.9%	2.7%
2004	0.6%	not available	2.7%
2003	1.1%	not available	2.2%

Source: October 2007, CMHC

Preface

CRD

Overview

Average Housing Cost

	Single Family	Condo Apartments	Townhouses/Duplexes
2007	\$565,904	\$317,905	\$406,905
2006	\$521,460	\$286,079	\$365,766
2005	\$463,399	\$251,655	\$345,095
2004	\$386,045	\$216,661	\$299,275
2003	\$328,005	\$183,493	\$246,540
2002	\$274,952	\$150,547	\$212,988
2001	\$260,461	\$138,119	\$198,443

Source: Victoria Real Estate Board

Occupied Dwelling Units

Victoria CMA	2001	2006	5 Year Growth Rate
Single detached house	69,285	61,740	-11%
Semi-detached/row	13,690	14,095	3%
Apartment buildings	50,685	67,595	33%
Other	1,930	1,965	2%
Total	135,590	145,395	7%

Source: 2006 Census

Employment

Victoria CMA	2001	2006
Population 15+ in Labour Force	166,790	180,980
Employed	155,730	173,350
Unemployed	11,065	7,840
Unemployment Rate	6.6%	3.7%
Average Household Income	\$55,529	\$57,100

Source: 2001 & 2006 Census

Transportation

(Survey area includes Cowichan Valley subdivision & other areas - detail)	2001	2006
Total number of person-trips on a typical weekday (7.2% increase)	1,157,410	1,241,000
Auto Driver mode share	58.2%	59%
Auto Passenger	13.7%	13.8%
Transit mode share	6.3%	6.4%
Walk mode share	11.9%	10.0%
Bike mode share	2.4%	3.2%

Source: Origin Destination Survey 2001 & 2006

The Capital Regional District (CRD) is the regional government for the 13 municipalities (Sidney, North Saanich, Central Saanich, Saanich, Oak Bay, Victoria, Esquimalt, View Royal, Highlands, Langford, Colwood, Metchosin and Sooke) and three electoral areas (Juan de Fuca, Salt Spring Island and Southern Gulf Islands) on the southern tip of Vancouver Island. The CRD derives its authority from Letters Patent and from provincial legislation, primarily the *Local Government Act*. It is run by a 23-member Board of Directors which includes appointed municipal directors and elected electoral area directors

The CRD provides regional governance and service for the entire Capital Region, including regional parks, solid waste management (including recycling) and emergency services. The CRD may also create partnerships among any combination of municipalities and electoral areas for service or projects that are specific to individual parts of the region. The Regional Growth Strategy reflects a partnership arrangement as it applies to all 13 municipalities and the Juan de Fuca electoral area, but does not include Salt Spring Island or the Southern Gulf Island electoral areas because their land use authority rests with the Islands Trust.

| Regional Growth Strategy

According to the *Local Government Act*, a Regional Growth Strategy (RGS) is, “a local government strategic plan to promote human settlement that is socially, economically and environmentally healthy and that makes efficient use of public facilities, land and other resources.” The RGS is a long-term (20 year+) planning process and project that addresses growth management issues that are regional in nature. The provincial government developed the growth strategy legislation to promote coordination and cooperation among local governments and improve linkages with the provincial ministries and agencies whose resources are needed to carry out projects and programs.

The CRD’s Regional Growth Strategy is an agreement developed and approved by the Regional Board and the member municipalities. The goals, objectives and policies of the RGS provide guidance to the regional district and the member municipalities in the development of their Official Community Plans and other bylaws. The participating municipalities and electoral areas include:

1. District of Central Saanich
2. City of Colwood
3. Township of Esquimalt
4. District of Highlands
5. Juan de Fuca E.A.
6. City of Langford
7. District of Metchosin
8. District of North Saanich
9. District of Oak Bay
10. District of Saanich
11. Town of Sidney
12. District of Sooke
13. City of Victoria
14. Town of View Royal

It is important to note that the RGS legislation does *not* restore the regional planning powers or planning system that was in place in B.C. prior to being abolished in 1983. Rather, the legislation is enabling and provides the framework for inter-jurisdictional planning, using a system that is cooperative, rather hierarchical or prescriptive. Implementation of the RGS is a responsibility shared with the municipalities, the CRD, senior levels of government, community and economic agencies, and citizens.

The legislation outlines minimum content which all regional growth strategies must include:

- A 20-year minimum time-frame
- A comprehensive statement on the future of the region, including the social, economic, and environmental objectives of the strategy;
- Population and employment projections; and
- A list of actions proposed to meet the needs of the projected population, including actions for housing, transportation, regional district services, parks and natural areas and economic development.

There are eight integrated strategic initiatives included in the RGS:

- 1. Keep Urban Settlement Compact**
The RGS promotes development of compact urban settlements contained within an urban containment boundary. The area designated Regional Urban Containment and Servicing Policy Area (RUCSPA) is intended to accommodate the majority of the region's population. Mixed-use, higher density development is to be directed to the Metropolitan Core and the eight major centres, as well as transit-oriented corridors.
- 2. Protect the Integrity of Rural Communities**
The urban containment goals are reinforced by actions that protect the region's open space, rural areas and resource lands. The RGS establishes three land use designations to be further reflected in local OCPs: Capital Green Lands, Renewable Resource Lands and Rural/Rural Residential areas. These land use designations are intended to preserve the region's natural assets such as parks, ecological reserves, wildlife habitat, forests, farmland and watersheds.
- 3. Protect Regional Green and Blue Space**
The RGS aims to protect the landscape character, ecological heritage and bio-diversity of the region. It incorporates and builds on the Regional Green/Blue Spaces Strategy which supports development upon an integrated system of parks and trails linking urban areas and rural green space areas.
- 4. Manage Natural Resources and Environmental Sustainability**
The RGS includes direction for maintaining the environment and its resources in a sustainable manner such that:
 - Renewable resources are conserved
 - Renewable resources are not depleted beyond their regenerative capacity.
 - Natural ecosystems are given priority in decision making
 - Waste discharges are reduced such that they do not exceed the assimilative capacity of the environment
- 5. Build Complete Communities**
The RGS contains direction on developing more efficient land use patterns, such as higher density, mixed use developments located in areas well-served by transit and cycling.
- 6. Improve Housing Affordability**
The RGS promotes the development of a regional housing affordability strategy (approved in 2007) that provides all residents with reasonable choice of housing by type, tenure, price and location that is affordable to all of the income ranges within the community.
- 7. Increase Transportation Choice**
The RGS identifies the need to develop a regional transportation strategy (approved in 2005) that builds a balanced and sustainable transportation system that provides residents with reasonable, affordable transportation choices. The RGS supports enhanced opportunities for cycling, walking and for land use patterns that encourage rapid transit and establishes mode share targets.
- 8. Strengthen Regional Economy**
The RGS identifies the need to develop a comprehensive strategy for economic prosperity in the region that addresses urban, rural and resource employment issues. An "*Economic Development Blueprint*" document was prepared in 2004, but was not approved by the Regional Board.

Targets

The RGS also contains quantitative targets which are organized under select strategic initiatives. The targets are intended as performance measures, rather than requirements or regulations, which indicate the level of effort deemed necessary to achieve the RGS goals. They include:

1. Accommodate a minimum of 15% of the region's cumulative *new* dwelling units within the City of Victoria in the period 2001 – 2026.
2. Accommodate a minimum of 90% of the region's cumulative new dwelling units within the Regional Urban Containment and Servicing Policy Area (RUCSPA) in the
3. By 2011, achieve protection of 100% of the proposed Sea-to-Sea Green/Blue Belt.
4. By 2016, complete 100% of the Proposed Regional Trail Network.
5. By 2026, achieve a minimum *PM peak* period region-wide transit mode share of 10%.
6. By 2026, achieve a minimum *PM peak* period mode share for non-auto modes of 40% for trips to, from and within the Metropolitan Core.
7. By 2026, achieve a minimum *Journey-to-Work* region-wide transit mode share of 15%.
8. By 2026 achieve a minimum cycling mode share of 10% within the Victoria Census Metropolitan Area for Journey-to-Work trips; and 15% for Journey-to-Work trips for residents of the combined areas of the City of Victoria, District of Oak Bay, Township of Esquimalt and urban District of Saanich.
9. Accommodate a minimum of 20% of the region's cumulative employment growth within the City of Victoria to 2026 following adoption of the Regional Growth Strategy.
10. By 2026, achieve a minimum jobs-to-population ratio in the urban West Shore of 0.35.

II Monitoring the RGS

The implementation chapter of the RGS states that “to implement the Regional Growth Strategy, the CRD Board, working in partnership with its member municipalities, the Province, the federal Government and others will: (I-3) Establish within one year of the adoption of the Regional Growth Strategy, a process and program to monitor, evaluate and periodically report on regional economic, population, social and environmental trends and progress towards achievement of the Regional Growth Strategy vision and objectives.”

There are three reporting components of the RGS Monitoring program:

1. Annual staff reports to the Board on implementation initiatives and progress;
2. Periodic monitoring reports containing indicators related to the RGS objectives and targets; and
3. 5-year “State of the Region” report containing indicators, comparative data and benchmarks.

Two monitoring reports, both entitled “Building Our Future”, have been released: one in 2005 and 2007. The *State of the Region Report* is intended to provide additional information and one comparative data to better inform the RGS 5-year review.

The monitoring program is intended to address three questions:

1. Are we doing what we said we would do?
2. Are we moving toward achieving our targets? And
3. Are we making a difference in terms of improving quality of life and sustainability in the region?

The focus of the RGS monitoring program is on the growth strategy objectives, planning assumptions, policies and targets. It is not intended as a comprehensive, community-based assessment of quality of life, smart growth, or sustainable development.

RGS Monitoring Indicators

The RGS monitoring program collects data for approximately 50 indicators. The indicators included in the program were based on a rigorous analysis and review process established by the Sheltair Group in 2004. They were chosen based on the following criteria:

- **Relevancy:** How relevant and meaningful is the indicator for providing feedback on the RGS?
- **Responsiveness:** How responsive is the indicator to public policy and is it within the sphere of influence of the RGS or CRD?
- **Measurability:** Is the indicator measurable and is data available?
- **Understandable:** Is it obvious what the indicator is measuring?
- **Effort:** What is the level of effort required to generate the indicator and what is the cost of the data?
- **Comparability:** Are the indicators used by other regional districts for their growth strategies? Are there benchmark data available for comparable regions?

There are two basic categories of indicators used in the monitoring program:

Context indicators – are those indicators that measure variables indirectly related to the RGS yet reveal important changes and/or planning assumptions. Examples include population levels and growth rates.

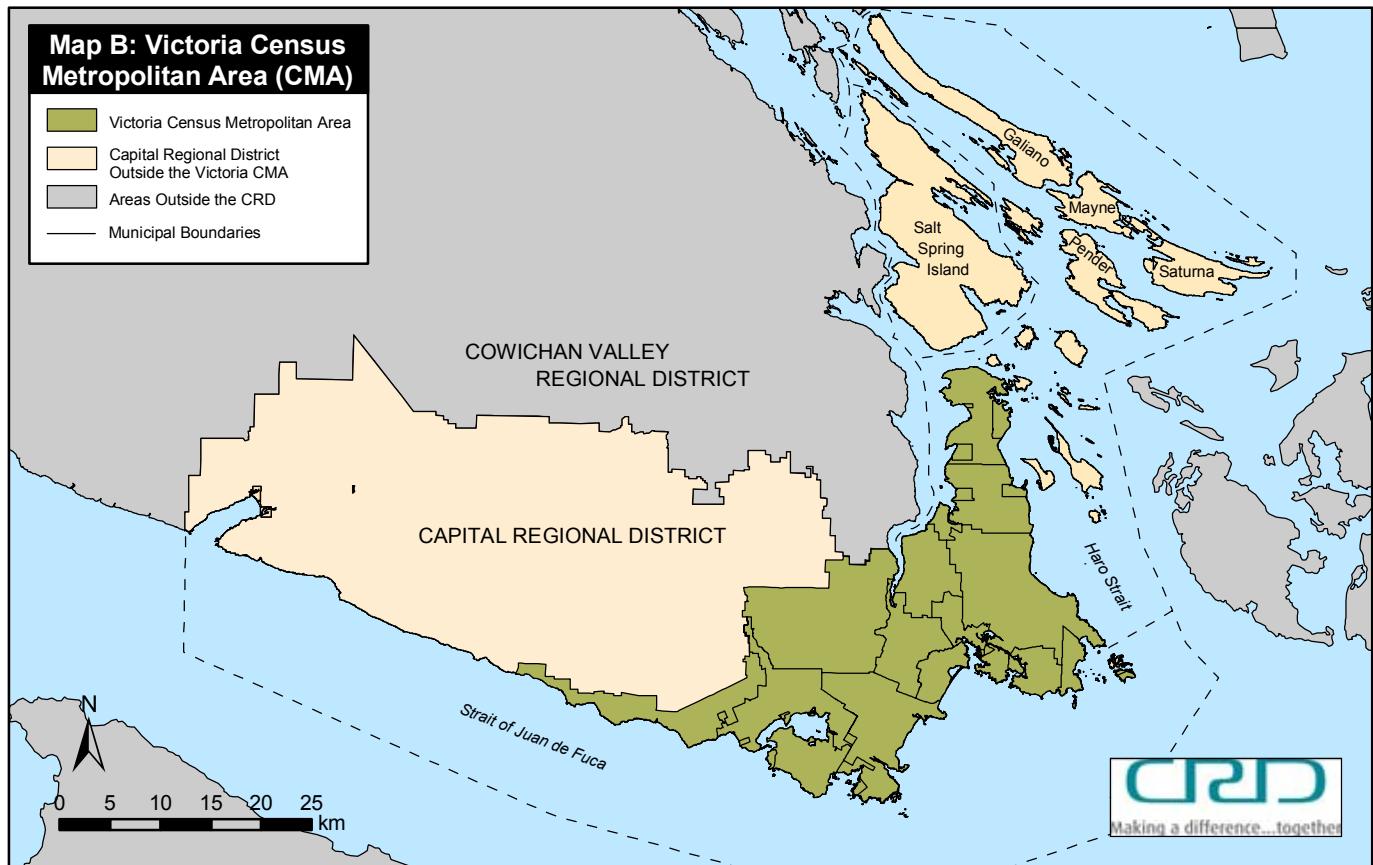
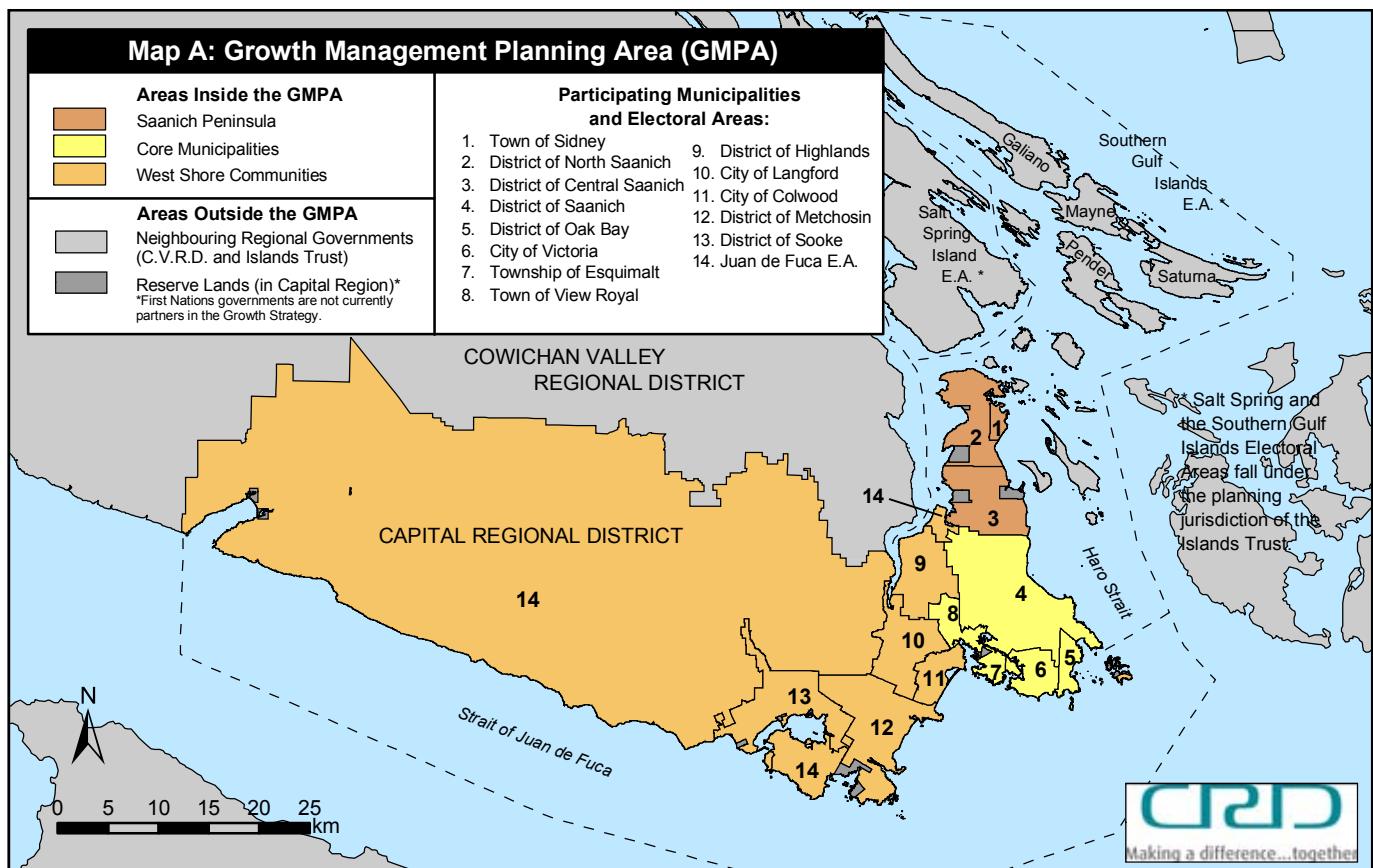
Policy/Strategic Initiative indicators – generally measure the how well the region is managing growth and meeting its goals. Examples include amount of new development occurring within the urban containment area, urban population density, and amount of development occurring within the designated centres.

The five-year review is scheduled for this year (2008/2009), with the intention of transitioning the RGS into a more comprehensive sustainability strategy which addresses social, economic, environmental and cultural sustainability. This review will also consider the implications of climate change and the adaptations necessary to increase community capacity and adaptive capacity.

Reporting Geographies

There are various reporting geographies used in the monitoring program. The specific geographic area used depends on the nature of the indicator, the area to which the policy or target applies, and the data source. The following are the main geographies used in the monitoring program:

- **Growth Management Planning Area (GMPA):** this is the study area for the RGS and includes the entire Capital Region with the exception of Salt Spring Island and the Southern Gulf Islands. The local First Nations Lands are not included in the indicator reporting for the GMPA.
- **Victoria Census Metropolitan Area (Victoria CMA):** this geographical area is frequently used by Statistics Canada and includes most of the Capital Region except for Salt Spring Island, the Southern Gulf Islands, and the western portion of the Juan de Fuca Electoral Area.
- **Regional Urban Containment and Servicing Policy Area (RUCSPA):** this is the area within the region's urban containment boundary.
- **Metropolitan Core:** this refers to the mixed-use area within and adjacent to downtown Victoria as depicted on Map 3 in the RGS.
- **Major Centres:** the RGS designates eight major centre areas in addition to the Metropolitan Core: Langford Town Centre, Colwood Corners, Tillicum Mall, Town & Country Mall to Mayfair Mall, Hillside Mall, University Heights, Royal Oak, and Sidney Town Centre.
- **Sub-Regions:** there are three sub-regions included in the RGS
 1. **Urban Core:** the City of Victoria, District of Oak Bay, District of Saanich, Township of Esquimalt and the Town of View Royal.
 2. **West Shore:** District of Highlands, City of Colwood, City of Langford, District of Metchosin, District of Sooke, and the Juan de Fuca Electoral Area.
 3. **Peninsula:** Town of Sidney, District of Central Saanich, and District of North Saanich.



III RGS Implementation Progress

Key Findings

Growth Rate

The population of the Victoria CMA in 2006 was 330,088; an increase of 18,186 people from 2001. The growth rate for Victoria Census Metropolitan Area (Victoria CMA) was relatively modest and in keeping with initial RGS projections. The five year growth rate between 2001 and 2006 was 5.8% in Victoria compared to 6.5% in Metro Vancouver. Victoria experienced almost double the 5-year growth rate for the period 2001 – 2006 compared to 1996–2001 and now has the 15th largest population out of the 33 Metropolitan Areas in Canada.

Location	2001 Population	2006 Population	5-year Population Growth Rate
Victoria	311,902	330,088	5.8%
Vancouver	1,986,965	2,116,581	6.5%
Nanaimo	127,016	138,631	9.1%
Kelowna	147,739	162,276	9.8%
Halifax	359,183	372,858	3.8%

As expected, the growth rates among the sub-regions differed from one another, with the highest rates of growth occurring in the West Shore. The West Shore Sub-Region's population increased 11.9% between 2001 and 2006 while the Urban Core and Peninsula experienced 4.8% and 3.5% growth respectively. The provincial population growth rate was 5.3% between 2001 and 2006.

The average annual population growth rate for the West Shore Sub-Region was 2.4%; nearly two times that of the Core, approximately three times that of the Peninsula.

Urban Containment

Currently the Regional Urban Containment and Servicing Policy Area (RUCSPA) contains just under 90% of the total population in the Growth Management Planning Area. The intent of the RGS is to direct the majority of growth into designated areas, accessible to servicing, transit and community facilities. The RGS also restricts the extension of piped services to areas beyond the RUCSPA boundary if the intent of the servicing is to facilitate urban development.

Developments over the last five years have challenged the intent and integrity of the RUCSPA designation. These include provincial actions such as the abolishment of the Forest Land Reserve (FLR), the release of resource lands (forest and agricultural land) for development purposes, and the approval of subdivisions outside of the regional containment boundaries.

At the municipal level, the most notable challenge to the RUCSPA involves the proposal from the District of Highlands to amend the RGS and the RUCSPA boundary to facilitate development and associated servicing of the Bear Mountain Comprehensive Development Area. The RGS amendment process was initiated after the CRD board approved Highlands Regional Context Statement in March 2006.

The relationship between the RUCSPA boundary and the servicing restriction has created significant concerns among the member municipalities and has resulted in actions (or inactions) which have diminished the rationale for establishing a containment boundary. In several instances the boundary has simply made servicing challenging; it has not prevented the continuation of sprawl development.

Dwelling Units

The rate of increase in dwelling unit construction has out-paced the rate of population growth. The number of dwelling units in the CRD had an average annual increase of 2% between 2001 and 2006, compared to an average annual population increase of 1.1%. In 2006, there were a total of 145,300 occupied dwelling units and in the Victoria CMA.

Within the West Shore Sub-Region, the average annual increase in dwelling units was 3.5%, considerably higher than the average annual population increase of 2.4%. The West Shore contained nearly half of new home completions, out of the 1,800, net new dwelling units in the GMPA in 2006 ,55% were in the West Shore sub-region.

One of the housing-related targets in the RGS is to accommodate at least 15% of the region's new dwelling units within the City of Victoria. Between 2001 and 2006, the city attracted 24% of the region's new dwelling units: well above target.

Since 2001, there have been 9,733 new dwelling units built in the GMPA. Between 2002 and 2007, the cumulative number of net new dwelling units has seen a growth rate of over 500%, compared to the population growth rate of just 6%.

Housing Density

The RGS encourages the development of higher housing densities in the established centres, along transit corridors and in well-serviced areas in order to enhance housing opportunities for a greater range of needs, lifestyles and income levels. In the GMPA, the cumulative share of single detached houses has been decreasing since 2002, while the cumulative share of attached units (semi-detached homes, town homes and apartments) has increased to 56%, largely reflecting the high cost of land.

Rental Housing

The rental housing availability within the region is limited with an apartment vacancy rate of 0.5%; one of the lowest in Canada.

Housing Affordability

Housing affordability is a growing issue in many growing urban centres, including the Victoria CMA. The average 2007 house price in the Victoria CMA is nearly 10 times the average wage, compared to 5 times in 2001, and the gap between average household income and that required to purchase an average single detached dwelling has widened for the fourth consecutive year to nearly \$75,000.

Homelessness

The number of visible homeless in the region continues to increase. The Victoria Cool Aid Society conducted the first count of observed homeless people in the region in 2005 and recorded 700 people. The 2007 count (using a different methodology) recorded 1,242 homeless or nearly homeless within Greater Victoria. The trend is moving away from the target of cutting the number of homeless people in Greater Victoria by 50% by 2016.

Agricultural Land Protection

Rural agricultural land has been continually decreasing since the Agricultural Land Reserve set aside 12,085 hectares in 1972. Nearly 1,500 hectares has been excluded in the 36 years it has existed, due to pressures of urban development. Since the baseline year in 2001, 281 hectares were removed from the agricultural reserve within the Capital Region.

Regional Green and Blue Space Protection

One of the objectives stated in the RGS is to protect 100% of the identified Sea-to-Sea Green/Blue Space System by 2011 and complete 100% of the Proposed Regional Trail Network by 2016.

In 2007, the region purchased a 932 hectare parcel near the Sooke Potholes from TimberWest Forest Corporation which was added to Sea-to-Sea Green/Blue Belt (SSGBB). The acquisition has brought the SSGBB to 9,143.3 ha; 81% of the total proposed SSGBB. It's the most significant parcel to be added to the protected area since 2002 when the Sea to Sea Green Blue Belt Regional Park Reserve was established. This acquisition has brought the total cumulative (Regional, Provincial and Federal Parks) parkland in the Growth Management Planning Area (GMPA) to just over 16,000 hectares.

The RGS also includes policy direction on "unprotected greenspace" which are lands with ecological values of regional significance held either in public or private ownership (but without park or reserve status) that were identified in the Regional Green/Blue Spaces Strategy. The ecological values are to be protected through a variety of means, including development permit provisions, covenants and acquisition. The RGS Unprotected Greenspace Policy Area comprises nearly 7,800 hectares. Since 2001 only one percent, or 80 hectares, has been acquired as parkland. Methods to protect the ecological values within the Unprotected Greenspace Policy Area are to be reflected in the municipal regional context statements, however, details and approaches have been very mixed, indicating some confusion with the intent of this policy area.

Forest Land Protection

In addition to abolishing the Forest Land Reserve (FLR) in 2003, the province released 28,000 hectares of forest land from the Tree Farm Licenses.

The Forest Land Reserve Act was replaced by the Private Managed Forest Land Act. Land previously protected under the FLR can now be removed by the owner at a removal fee and sold for uses other than forestry. Under the FLR there were tax disincentives and administrative policies that essentially protected for lands from development pressures.

Hundreds of hectares of land currently included under the RGS Renewable Resource Lands Policy Area within the Juan de Fuca Electoral Area are now being considered for residential development, in contravention to the provisions of the RGS and local zoning bylaws.

Resource Management

The RGS includes provisions for managing resources, reducing waste and minimizing emissions.

The annual amount of per capita solid waste production has been increasing since 2001 and is now slightly above the provincial target of 309 kg/year/person. This plateau has occurred after a 10 year decrease between 1988 and 1998. Active promotion of recycling, reuse, composting, recovery and reduction is in progress in order to further reduce the amount of waste and meet the provincial target.

In 2003 the CRD entered into a private/public partnership with Maxim Power Corporation to co-own a Landfill Gas Utilization Facility. As of 2006 the facility had collected enough energy from the gas to power 1,600 homes, saving 83,000 tonnes of CO₂ equivalents from the atmosphere. CO₂e levels per capita have been decreasing slowly in the region since the mid 1990's up until 2004.

Air quality in the CRD is generally good, PM_{2.5} (small particulate matter) has not exceeded a maximum 24 hours average of 25 µg/m³ since 2003, and ground level ozone has never exceeded its maximum 8 hour average.

Ground level Ozone showed a declining trend between 2005 and 2006 after increasing for 2 years, while PM_{2.5} has been increasing slowly since 2004.

The total energy consumed in the GMPA in 2004 was 31.5 million GJ or 94 GH per capita. Buildings consume the most energy in the region (64%) compared to Transportation which consumes 36%.

Travel Mode Share

A key objective of the RGS, and the transportation sub-strategy, Travel Choices, was to develop more compact communities and mixed-used centres that could be efficiently and conveniently served by transit, bike routes and pedestrian walkways. This approach would enable the region to accommodate a large portion of projected population

and travel growth within the existing network; thereby delaying or avoiding road expansions.

The region has had limited success in achieving this objective. Reliance on the automobile continues in the CRD. Since 2001 the *number* of people making single occupancy trips has increased slightly (1%) to 59% and average commuting *distances* have increased as development shifts to and beyond the West Shore communities.

The region continues to have the highest bike mode share in Canada at 3.2% of all daily trips. Walking trips actually declined by 2% between 2001 and 2006, while the transit mode share remained the same at 6% of all daily trips.

When mode share figures for just the journey-to-work trips are examined, the non-auto figures improve. The region-wide transit mode share for journey-to-work trips increased from 9.7% in 2001 to 10.2% in 2006. Cycling mode share for journey-to-work trips increased from 4.8% in 2001 to 5.7% in 2006 (the 2026 target is 10%).

Within the Urban Core the cycling mode share for journey-to-work trips is 7.1%, up from 5.9% in 2001 (the target is 15% by 2026). Current fuel prices might have a positive effect on this indicator in subsequent years.

The region's member municipalities and electoral areas have supported a number of initiatives designed to enhance non-auto mode share, including E&N Rail Trail, additional bike lanes and related facilities, and improved sidewalks. There has been significant interest expressed by local governments, agencies and citizens to enhance service on the E&N rail line, including the introduction of commuter rail service. The ability of the region to realize the RGS travel mode share targets will depend on a combination of future land use decisions, sustained funding commitments, consumer behaviour and inter-jurisdictional cooperation.

Update on RGS Sub Strategies

Regional Transportation

Action 4.1 (1) of the RGS called for the development of a regional transportation strategy to enhance regional transportation choice and improve the share of primary modes. The TravelChoices Strategy was adopted by the Regional Board on April 13, 2005. The primary goal of the strategy was to improve the long-term mode share of cycling, walking, ridesharing and transit trips in the CRD in order to accommodate the projected increase in growth within the existing road network. The TravelChoices Strategy emphasized the need to integrate land use and transportation planning in order to improve access while reducing auto dependency.

In April 2007 the *TravelChoices Implementation & Investment Plan* was released identifying strategic transportation projects and funding sources for five years until 2011. In 2006, the Board approved the following priority projects:

E&N Rail Trail Project: A multi-use rail-with-trail extending from the Johnson Street Bridge (Downtown Victoria) to Goldstream Park (Langford).

Project Coordinator – CRD
Budget - \$11 million

B.C. Transit Five-year Capital Plan: Initiation of studies regarding the Douglas Street Rapid-Bus Corridor, and increasing the number and frequency of buses traveling to the West Shore.

Project Coordinator - B.C. Transit
Budget - \$20-\$60 million

Regional Master Cycling Plan: Implementation of the Regional Cycling Plan and Best Practices Guideline.

Project Coordinator – CRD
Budget - \$150,000

In 2007, the CRD completed the *Origin-Destination Study*, a comprehensive travel survey which provides detailed data on travel behaviour, mode choice, and travel patterns. The information is used in the transportation model and subsequent transportation planning initiatives.

Also in 2007, the CRD upgraded its regional transportation model from EMME/2 to TransCAD. The migration to a full Geographic Information System (GIS) based transportation model will facilitate greater usability and compatibility with other GIS-based land use models. The model is in the process of being recalibrated and updated and will be complete by November 2008.

Regional Housing Affordability

Action 3.2(1) of the RGS called for a regional strategy for housing affordability to address the issue of the high cost of housing and low rental stock. The final draft of the Regional Housing Affordability Strategy (RHAS) was approved on March 7, 2007 after much consultation with municipalities and funding partners. The strategy's vision was "that all residents of the Capital Region have safe, adequate housing they can afford". The strategy identified three goals:

1. to increase the supply of more-affordable housing in the region;
2. to reduce the number of people in core housing need, especially low income renters; and,
3. to reduce the number of homeless people and support the transition out of homelessness.
- 4.

The establishment of the Housing Trust Fund in 2005 was a key initiative in the Regional Housing Affordability Strategy. The fund supports and leverages capital funding for acquiring, developing and retaining affordable housing for individuals and families with low or moderate incomes in the region. The current community participants in the initiative are: District of Metchosin, District of North Saanich, District of Saanich, District of Sooke, City of Victoria, Town of View Royal, Township of Esquimalt, District of Central Saanich, District of Oak Bay, and Salt Spring Island Electoral Area.

The Housing Trust Fund has supported the following applicants for regional housing projects between 2005 and 2007:

Applicant	Tenant Type	Units	Grant	Paid
Victoria Women's Transition	singles	23	\$300,000	May 9 2006
Pacifica Housing	singles	5	\$75,000	June 27 2006
Fernwood Neighbourhood Group	family	4	\$75,000	June 27 2006
Capital Region Housing/Beckley Farm	seniors	22	\$300,000	January 18 2007
SSI Community Services	special needs	27	\$324,000	May 29 2007
SSI Land Bank	singles	4	\$52,000	July 13 2006
Sooke Elderly Citizens Society	seniors	10	\$120,000	July 24 2007
Victoria Native Friendship Centre	homeless youth	6	\$300,000	December 2007
Roofs & Roots Housing Co-op	family	5	\$75,000	September 13 2007
Fernwood Neighbourhood Group	family	6	\$90,000	December 2007
Our Place Society	homeless	45	\$50,000	December 2007

These projects target the following demographics: families with low to moderate incomes seniors with low to moderate incomes and persons in receipt of a disability income who are selected based on priority need. Any resident of the CRD is eligible to live in the affordable housing development provided they are in the project's target market i.e. seniors, youth, homeless.

The City of Victoria created a Mayors Task Force on Breaking the Cycle of Mental Illness, Addictions and Homelessness in order to address the population living on the streets. The result was a newly proposed action plan to shift the delivery of services and address the social and health issues of this population by re-integrating people into the community. Efforts will be made and a strategy adopted whereby the community, both private and public, are targeting a substantial additional supply of permanent affordable housing to address the homelessness on our streets.

Economic Development

Action 5.1(1) calls for a strategy that will assist the region in economic sustainability with the help of the CRD, business community, local stakeholders and the Province. An economic development strategy (*Economic Development Opportunities Blueprint: A Strategy for Regional Economic Prosperity*) was developed through a partnership with Western Economic Diversification Canada and Greater Victoria Enterprise Partnership Society and presented to the CRD Board in 2004, but was not adopted. The Board opted instead to develop a broader regional economic sustainability policy as part of the five year review beginning in 2008. The policy would focus on local roles and responsibilities of local government in providing public infrastructure and amenities, including natural area recreational activities, impact of housing prices on the job market, enhancing public services and delivering a fair and effective development and business regulatory framework.

Regional Context Statements

According to the *Local Government Act*, each member municipality is required to submit a *Regional Context Statement* to the CRD Board within two years of the adoption of the RGS (i.e. August 25, 2005). These statements outline how the community's OCP is consistent with the RGS, or how it is not consistent and will align with the RGS over time.

As of April 2008, all but one of the 13 municipalities has approved Regional Context Statements. A full list of submissions is available at:

<http://www.crd.bc.ca/regionalplanning/growth/regionalcontext.htm>

The Official Community Plans developed for communities within the Juan de Fuca Electoral Area are not required to prepare regional context statements. Electoral Area plans and bylaws are required to be consistent with the RGS, as is the case with the CRD.

RGS Amendment Update

A RGS amendment process was initiated in 2006 when the Regional Board adopted the District of Highland's regional context statement which requested an extension of the regional urban containment boundary to accommodate and service the 267 ha Bear Mountain Comprehensive Development Area.

The public hearing for the proposed amendment was held September 13, 2007. Following the hearing the amendment bylaw was transmitted to the affected local governments as part of the 120-day referral period. In January 2008, a provincially-appointed facilitator was brought in to the process to assist the municipalities in identifying issues and working toward a possible resolution. The facilitator extended the municipal referral process to June 30, 2008. Consensus was not obtained through this process: ten municipalities had rejected the amendment and four had approved. Resolution of this issue is still pending.



IV Detailed Monitoring Indicators

Monitoring Program Updates

The report format has been updated to a more readable design, including indicator benchmark comparisons to other regions locally and nationally, and a brief summary describing the relevance/importance of each indicator. Compared to previous years the indicators will not follow their coded order, rather, they will be presented in an order that connects their data and information logically to one another. Their numbered codes will still be available.

The following indicators will not be calculated in an effort to streamline the monitoring program into a more efficient process.

Indicator	Rationale for Removal
USC-10- % increase in ground oriented housing in the Core	This type of housing is addressed in other indicators
IHA-7- Total number of special needs housing units	Requires updated definition and consistent data source
ITC-7- Per capita km's traveled on a typical weekday	Information is redundant and comes across in other indicators
ITC-10- Number of Lane-Km's with over 80% road capacity	The data gathered does not provide any extra value added
SRE-3-Employment by type of Occupation	The information is redundant and available in other indicators
SRE-5- Employment density in industrial land special employment areas	Will address the issues in future inventory and reports

CTX 1 Population Growth

What is Being Measured?

The monitoring report includes several context indicators which measures variables that are indirectly related to the RGS, yet underlie growth and change in the region. Population growth is one of the context indicators and measures the population increases or decreases within the Growth Management Planning Area (GMPA) which includes the Juan de Fuca Electoral Area, the 13 municipalities. The GMPA area differs somewhat from the Victoria CMA boundaries, so population values will also differ. For example, the 2006 population figure for the GMPA is 338,783 whereas the population figure for the Victoria CMA is 330,088 (a difference of 8,695).

Why is this Indicator Important?

The population data influences many of the RGS policies and growth-related issues. Population data is derived from Statistics Canada Census information and provides opportunities for comparing figures across different time periods, different municipalities, and other regional districts.

How Are We Doing?

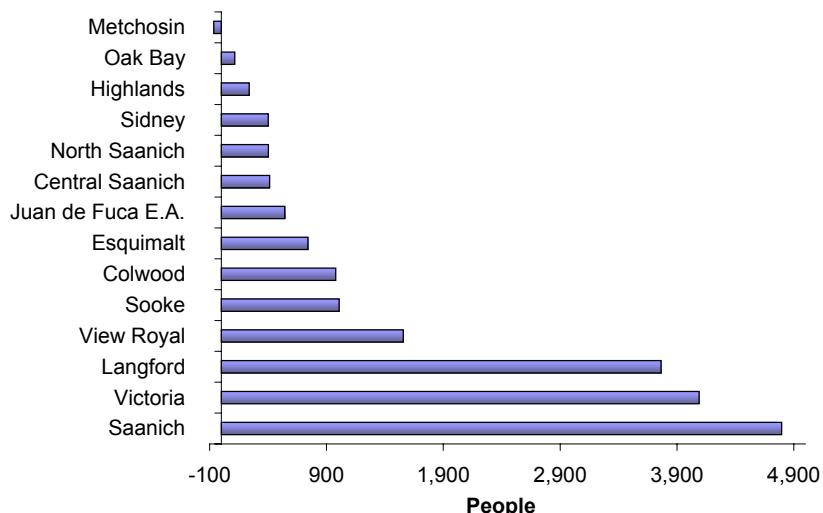
The total population within the GMPA increased from 319,800 in 2001 to 338,783 in 2006, a 5.9% increase. The RGS projected an increase of 90,000 people - from a base population of 318,000 in 1996 to a projected population of 408,000 by 2021. Between 2001 and 2006, the population in the GMPA increased by 18,983.

How Do We Compare?

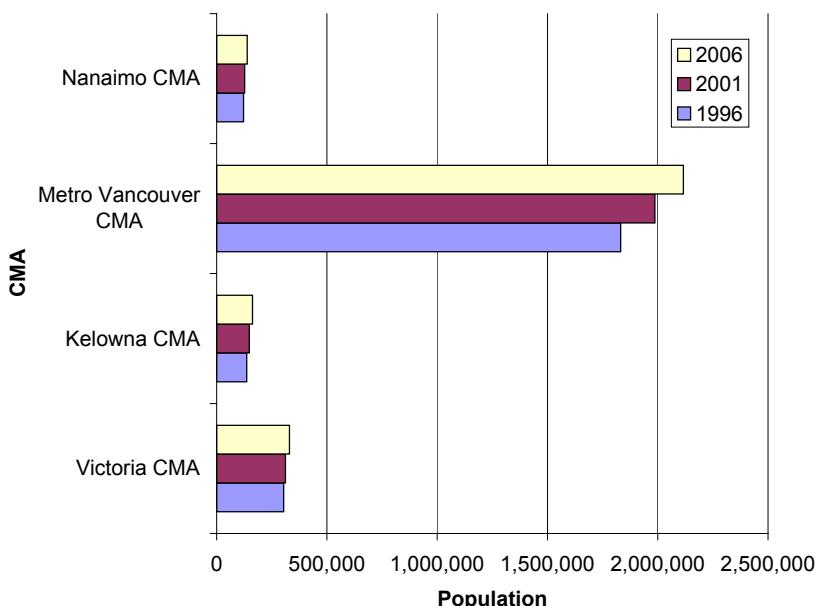
The 5.9% change in population between 2001- 2006 in the Victoria Census Metropolitan Area (CMA) was greater than both the Provincial (5.3%) and National (5.4%) values at 5.8%. Compared to local areas, Victoria's change in population was relatively low. Kelowna's population grew by 9.8%, while Nanaimo grew by 9.1% and Metro Vancouver's population increased by 6.5%.

Source: CRD Regional Planning

Change in Population by Municipality, 2001-2006



Population of Benchmark Regions, 2006



CTX 2 Average Annual Population Growth Rate

What is Being Measured?

This context indicator measures the *annual* population growth rates for subregions and the Growth Management Planning Area (GMPA) since the baseline year in 2001.

Why is this Indicator Important?

The indicator reveals the annual population growth for the region as a whole and for the individual municipalities and sub-regions which provides important information on how where growth is occurring across the region. Census data is used for Census years and population estimates are used for the years in between. The annual growth is largely based on these estimates in non-Census years.

How Are We Doing?

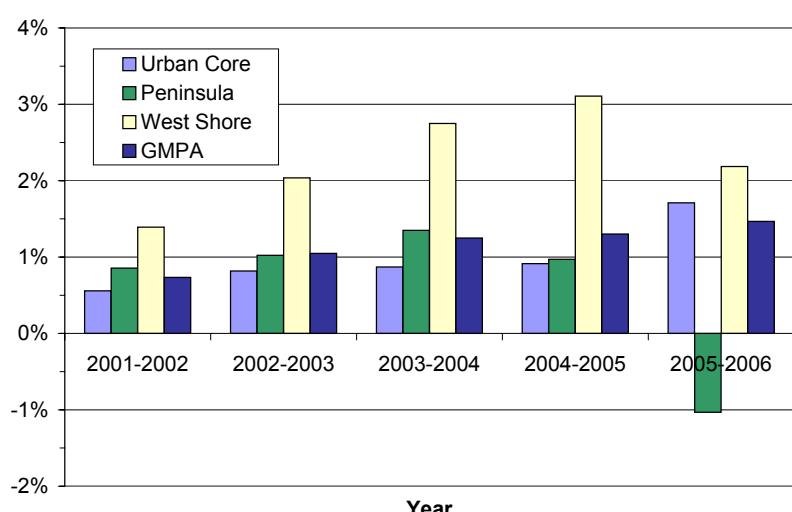
The average *annual* population growth rate between 2001 and 2006 in the GMPA is 1.2%, an average increase of 3800 people per year. This is slightly higher than was projected in the initial RGS projections. Annual growth rates can vary significantly from year to year: the regional growth rate was 0.7% in 2001, whereas it increased to 1.5% in 2006.

The highest annual growth rates were experienced in the West Shore communities where the average annual growth rate was 2.4%, which is lower than initially projected. The Peninsula's average annual growth rate was 0.5% while the growth rate for the Urban Core was 0.2%.

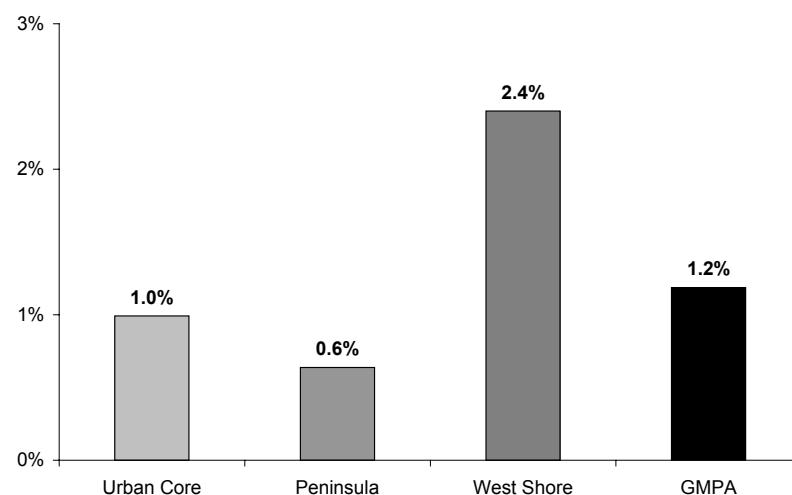
Note: The projected growth rates will differ somewhat from what was assumed in 1996 because View Royal is now included as a core municipality.



Annual Population Growth Rate, GMPA and Subregions



Average Annual Population Growth Rate, 2001–2006



Source: Statistics Canada; CRD Regional Planning



CTX 3 Population Growth from Net Migration and Natural Increase

What is Being Measured?

This indicator measures the population growth that can be attributed to either natural increase or net migration on an annual basis in Victoria CMA. Natural increase refers to the difference between number of births and number of deaths. Net migration refers to difference between people moving to the region and those moving away.

Why is this Indicator Important?

The source of population change is important to the RGS because it can influence the rate and location of growth – as well as the housing preferences and service needs associated with the new population. Net migration tends to be less predictable than natural increase because the decision to migrate is influenced by many social and economic factors.

How Are We Doing?

Net Migration has declined since 1991 from a high of 6,261/year to a low of 1,009 in the year 2000 before building back to 5,840 in 2005. This was followed by a significant decline to 3,977 in 2006 - the sharpest decline in net migration since 1998.

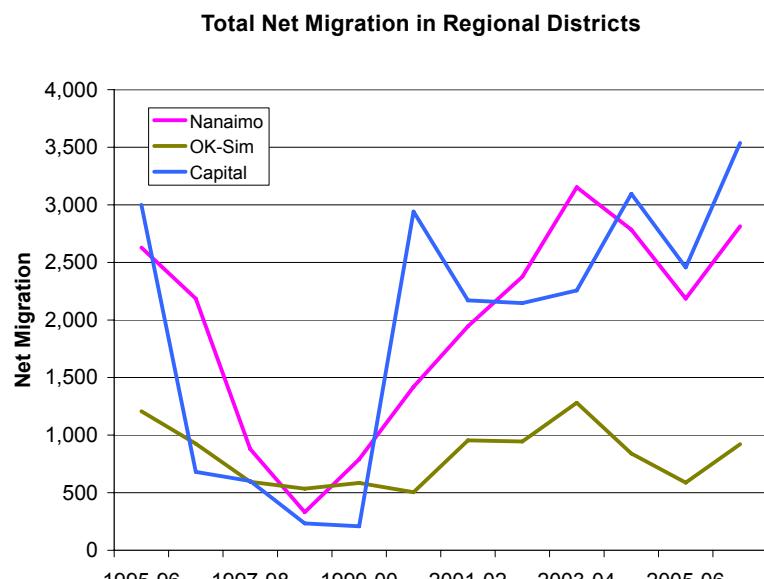
Natural Increase has been negative (number of deaths have exceeded births) since 1997. In 2006 there was a net loss of 266 people from natural increase.

Source: BC Stats, P.E.O.P.L.E. 32

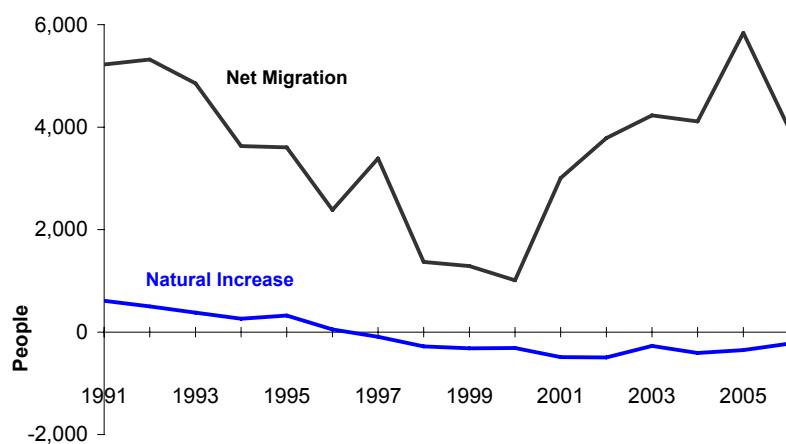
*P.E.O.P.L.E. 32 data are from a population model maintained by BC Stats. The model is re-run annually for all reporting years, hence historical data may change from year to year.

How Do We Compare?

The Net Migration for the Capital Regional District roughly follows the trend of the Regional District of Nanaimo (RDN) and of the Regional District of Okanagan-Similkameen (OSRD) although the actual numbers are higher in the CRD. Overall, the trend has shown a large drop in net migration in the mid-1990's to 2000, after which numbers jumped from 208 in 1999 to 2,941 in 2000. Since then migration numbers have been increasing similar to those of the mid-1990's.



Population Growth from Net Migration and Natural Increase, Victoria, CMA



USC 1 Share of Net New Dwelling Units Located Within City of Victoria and Sub-regions

What is Being Measured?

This indicator measures the annual and cumulative share of new dwelling units located within the City of Victoria and each of the sub-regions. As such, it measures both the distribution of net new dwellings (completions less demolitions) geographically. This measures the success of the Regional Growth Strategy at encouraging growth within major centres.

Why is this Indicator Important?

The RGS identifies five complementary measures for maintaining a compact urban settlement; the first two apply directly to this indicator. By measuring the region's dwelling unit growth within the mixed use Metropolitan Core and Major Centres these two measures will indicate whether the goals are being met. A higher share of dwellings in the City of Victoria is desired as it supports the economic vibrancy of the Central Business District (CBD) and existing municipal infrastructure, facilities and reduces automobile dependency.

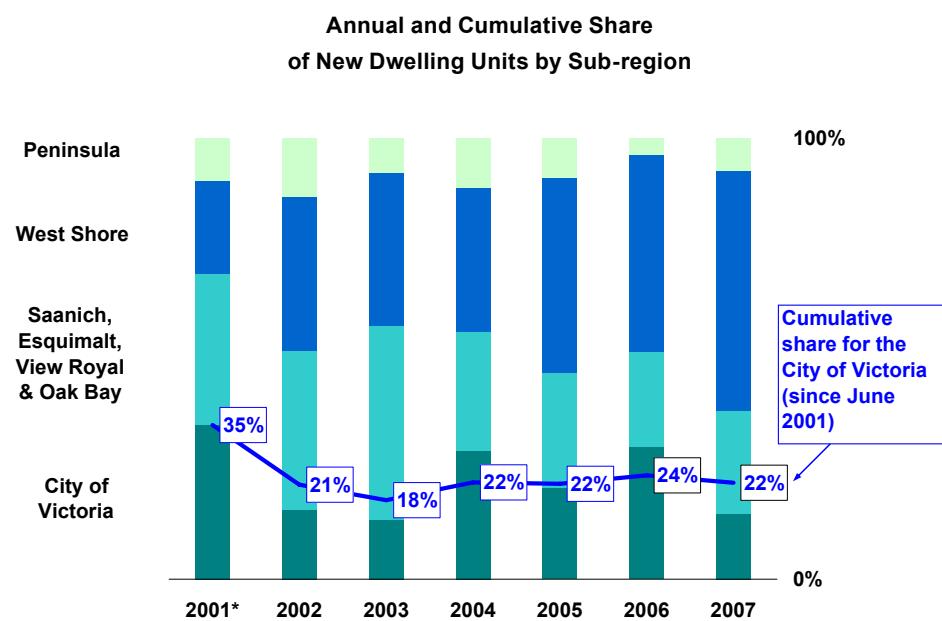
Target

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

How are We Doing?

Nearly one quarter of the 7,865 new dwelling units built between 2001 and 2006 were constructed within the City of Victoria, a 2% increase compared to the 2001-2005 period. The share of net new dwelling units has remained above the target of 15% since the baseline year in 2001.

The annual share of new dwelling units has fluctuated with values for the City of Victoria ranging between 13% and 35% of the regional share. In 2006 the City had 30% of the share, a 9% increase from 2005. The increase between 2005 and 2006 can be partially attributed to a larger than normal increase in condominium construction starts.



Source: CRD Regional Planning; CMHC

USC 2 Share of Net New Dwelling Units Located Inside the RUCSPA

What is Being Measured?

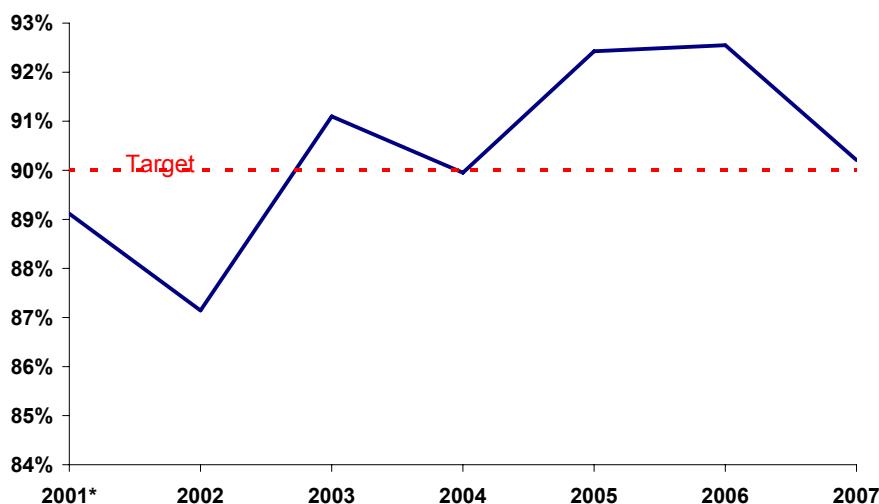
This indicator measures the geographic distribution of the annual and cumulative share of new dwellings located within the Regional Urban Containment and Servicing Policy Area and the rest of the Growth Management Planning Area since 2001. Net new dwelling units are calculated by subtracting housing demolitions from housing completions.

Why is this Indicator Important?

This is a critical indicator for the Capital Regional District Regional Growth Strategy Monitoring Program. It measures how much of the dwelling unit growth is occurring within the designated Regional Urban Containment and Servicing Policy Area (RUCSPA). A higher share of growth is desirable as it indicates the urban portion of the region is being kept compact. Advantages of keeping the urban area compact include: development can be more efficiently serviced, public transit can be better provided, cycling and walking can become more viable, and better protection for the green and blue spaces.

Annual share of new dwelling units located inside the RUCSPA		Annual New Units Inside RUCSPA	Net New Dwelling Units in Sooke
June-Dec 2001	89%	393	21
2002	87%	915	56
2003	91%	1085	58
2004	90%	1307	154
2005	92%	1379	116
2006	93%	1578	335
2007	90%	1640	110

Annual Share of New Dwelling Units Located Within the RUCSPA



*Data for 2001 are for June-Dec. only.

**Note: Values from previous years differ slightly as new corrected values were received.

Target

Accommodate a minimum of 90% of the region's cumulative new dwelling units within the Regional Urban Containment and Servicing Policy Area to 2026 following adoption of the Regional Growth Strategy.

How Are We Doing?

The number of net new dwelling units constructed within the RUCSPA between June 2001 and December 2007 was 8,297, or 91% of the total dwelling units constructed in the GMPA, but outside of Sooke since 2001. This surpasses the target of 90% for the second year since 2005. In Sooke, 850 net new dwelling units were constructed between 2001 and 2007; this data has not been included in the larger analysis as the Urban Containment and Servicing Area boundaries for Sooke have not yet been defined.

Source: CMHC, CRD Regional Planning, Member Municipalities

USC 3 Share of Population Growth Located Inside the RUCSPA

What is Being Measured?

This indicator measures the 5-year share and cumulative share of the population growth since 2001 that is located within the Regional Urban Containment and Servicing Policy Area. This is a good measure of how successful the region is at keeping urban settlement compact and encouraging new growth within major centres and in transportation corridors.

Why is this Indicator Important?

The RGS aims to create patterns of major centres within the Urban Containment boundary in order to encourage growth around centres and along connecting corridors. An increased share of population growth within the RUCSPA over the next 20 years is a central feature of the RGS. Some benefits of keeping the urban area compact include efficient use of development infrastructure, better transit services, more walking and cycling infrastructure and greater protection of green spaces and resource lands.

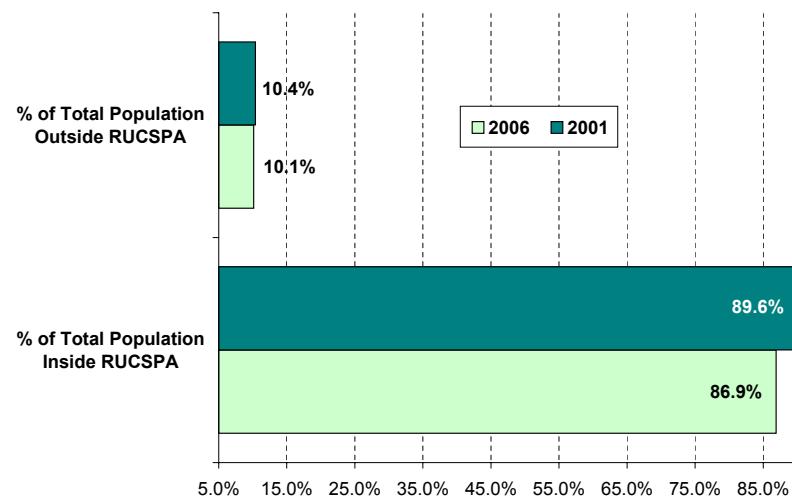
How Are We Doing?

In 2006, approximately 283,000 people or 87% of the total population in the GMPA resided within the RUCSPA, a 3% decrease since 2001. The share of the population living *outside* the RUCSPA remains at 10% in 2006, the same as 2001. These results indicate that the majority of the population resides within the RUCSPA, aligning with the RGS's goal of encouraging growth close to existing infrastructure. However, proportionally fewer people are choosing to live within the RUCSPA boundary compared to 2001, with more people opting to live outside of the boundary.

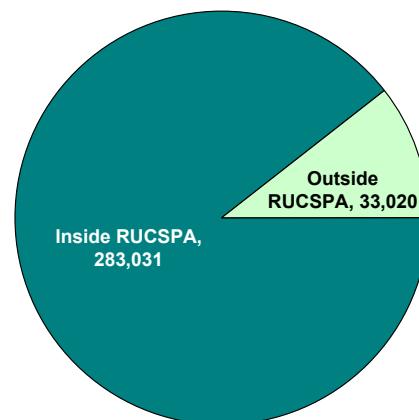
Note: For the 2006 calculation Sooke was removed from the RUCSPA boundary analysis as it is currently under review. Nearly 10,000 people lived in Sooke in 2006, 3% of the GMPA population. The RUCSPA boundary used for Highlands was the approved RGS boundary NOT the proposed extension also under review.



Share of Total Population Located Inside the RUCSPA, 2001–2006



Total Population Located Inside the RUCSPA, 2006



Source: Statistics Canada,
Census of Canada

USC 4 Dwelling Density Within Urbanized Areas

What is Being Measured?

This indicator measures the gross dwelling unit density within the urbanized areas inside and outside of the regional urban containment boundary.

Why is this Indicator Important?

This indicator measures how efficiently the population is being accommodated in the urbanized area and hence how successful the region is in keeping urban settlement compact. The intent of the RGS is to encourage higher density development within the RUCSPA, while maintaining lower densities in rural areas. Higher densities occurring within the urbanized area are an indicator that the RUCSPA will be able to accommodate the region's population growth over the next 20 years.

How Are We Doing?

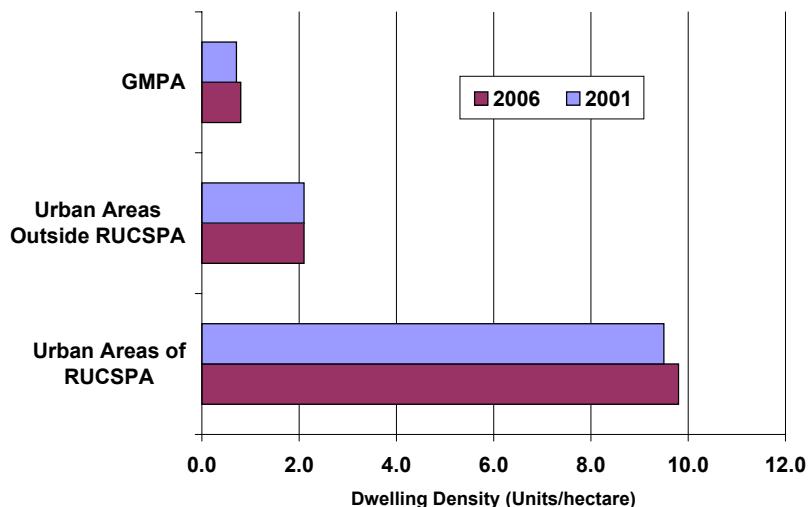
The gross dwelling density in urban areas within the RUCSPA boundary increased from 9.5 units per hectare to 9.8 between 2001 and 2006. The density in urban areas outside the RUCSPA remained at 2.1 units per hectare, the same value calculated in 2001.

The number of total dwelling units in urban areas within the RUCSPA increased to 124,394 in 2006, a 7% rise over the 116,795 units observed in 2001. The total number of dwelling within urban areas outside the RUCSPA rose 12%, increasing from 2,444 units to 2,739 units over the same time period.

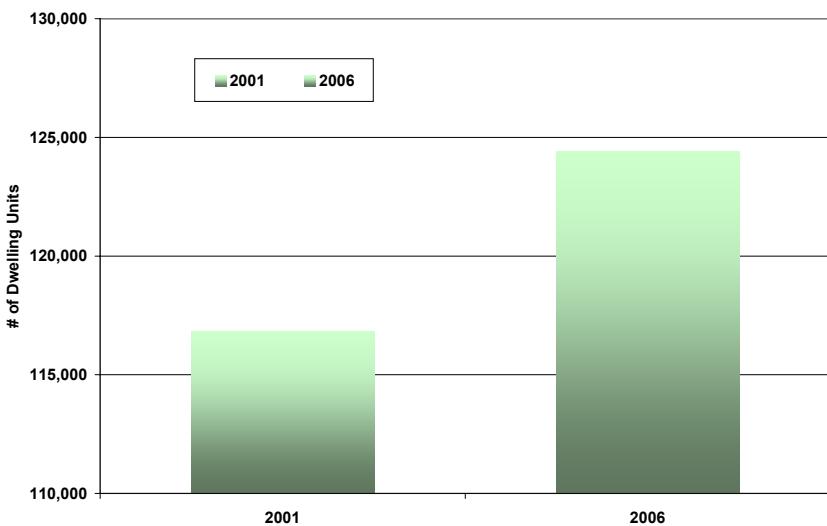
Location	Dwellings per Hectare	Total Dwellings
Urban - Inside RUCSPA	9.8	124,394
Urban - Outside RUCSPA	2.1	2,739
GMPA Average	0.76	145,395

Source: Statistics Canada, 2006 Census.

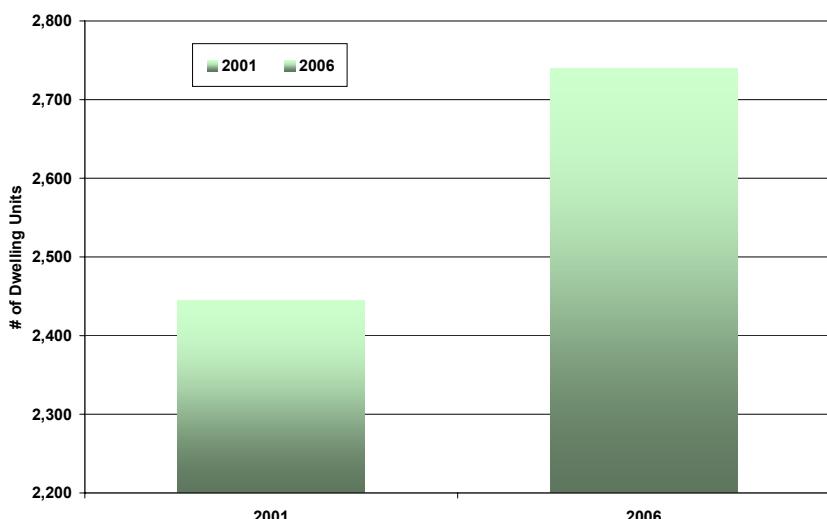
Gross Dwelling Unit Density in the Urban and Non-Urban Portions of the RUCSPA

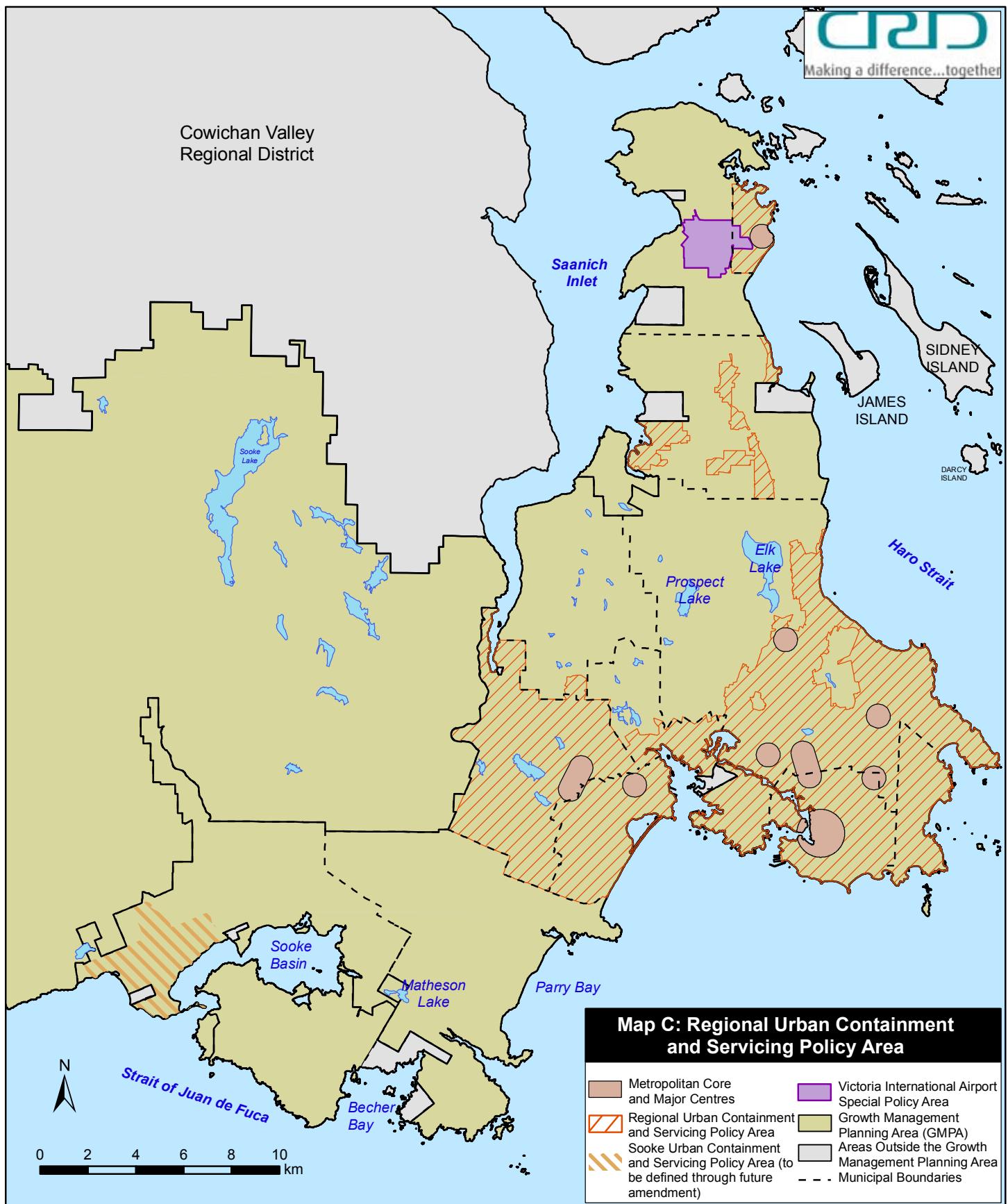


Total Dwellings Inside Urban RUCSPA



Total Dwellings in Urban Areas Outside RUCSPA





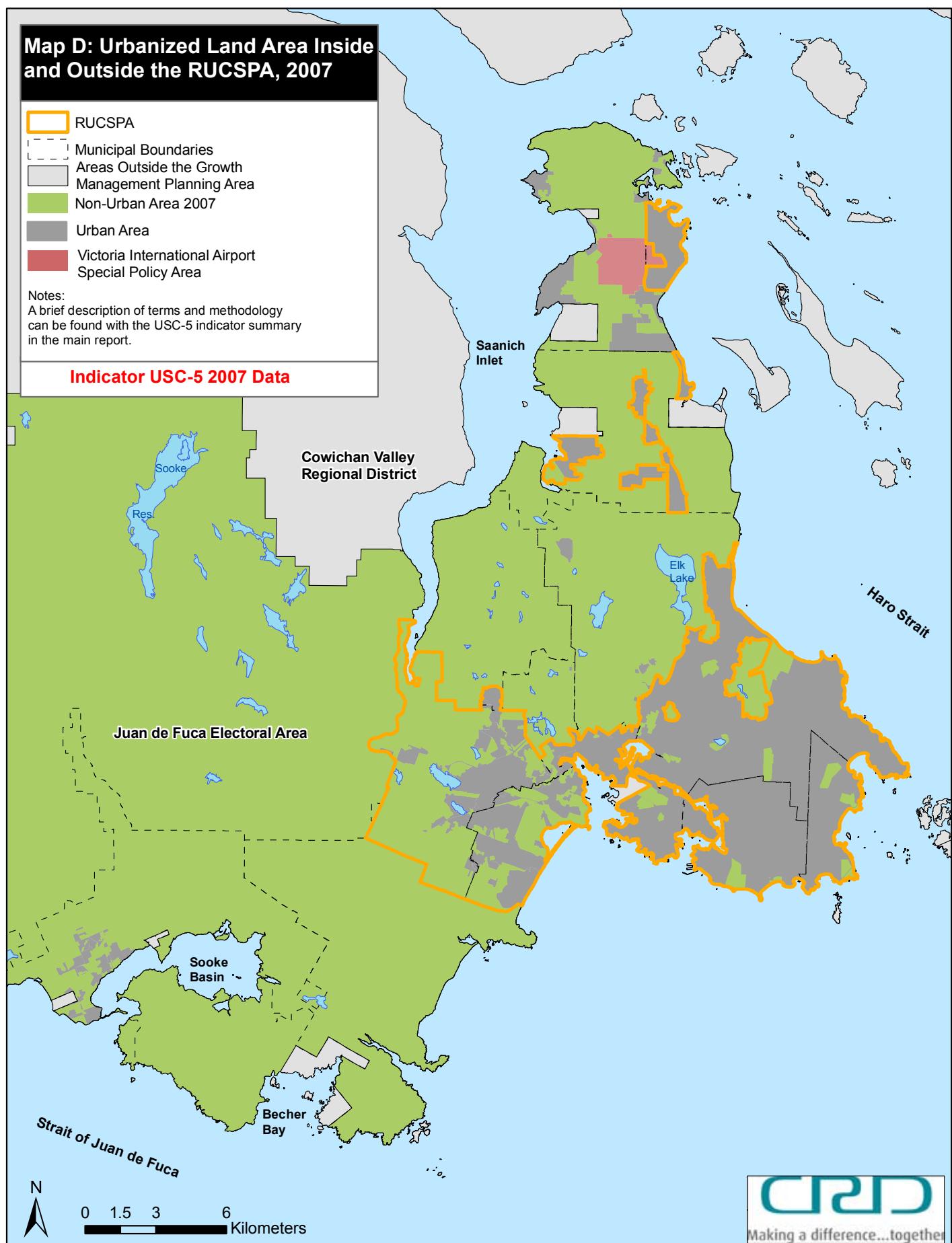
Map D: Urbanized Land Area Inside and Outside the RUCSPA, 2007

- RUCSPA
- Municipal Boundaries
- Areas Outside the Growth Management Planning Area
- Non-Urban Area 2007
- Urban Area
- Victoria International Airport Special Policy Area

Notes:

A brief description of terms and methodology can be found with the USC-5 indicator summary in the main report.

Indicator USC-5 2007 Data



USC 5 Increase in Urbanized Land Area

What is Being Measured?

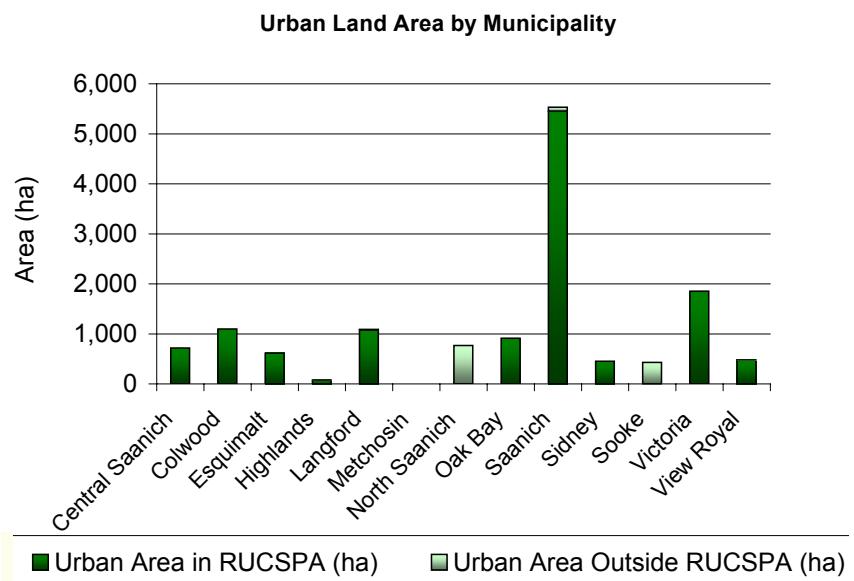
This indicator measures the increase in the urbanized area inside and outside of the RUCSPA.

Why is this Indicator Important?

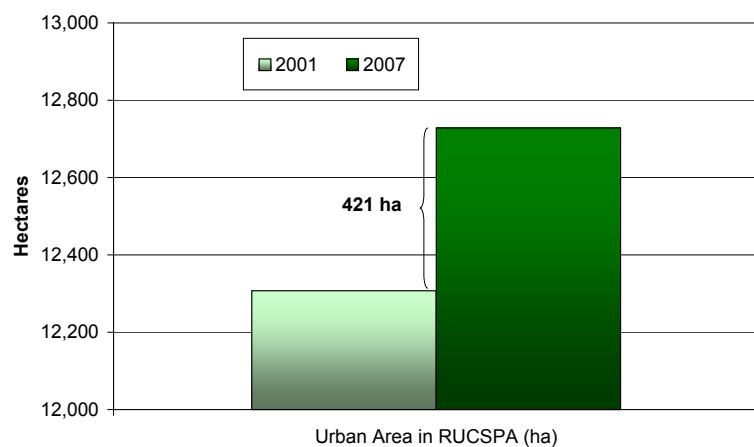
The RGS designates the RUCSPA for urban development in order to protect other lands such as green space, renewable resource and rural lands. The urban containment boundary reflects the area required to accommodate the 25-year projected growth based on the local and regional land use analysis and projections. Ideally, all urban development and serviced growth should occur inside the RUCSPA, and the percent change in urban area should be equal to or less than the percent change in population, indicating an efficient use of land.

How Are We Doing?

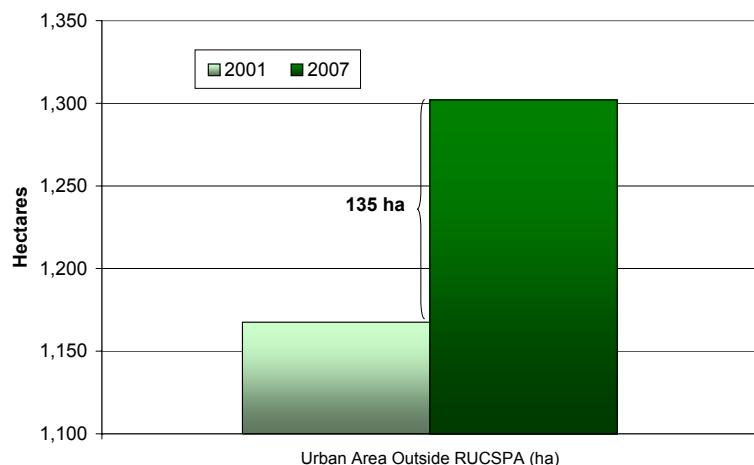
In 2007, 12,728 hectares of land within the RUCSPA were identified as urban, a 3% increase from the 12,307 hectares calculated in 2001. Outside of the RUCSPA 1,302 hectares of land were identified as urban, a 12% increase compared to 2001 (excluding the 424 hectares of land in the Victoria International Airport Special Policy Area). These calculations include 429 hectares of land in Sooke, where a RUCSPA boundary has not yet been defined, 766 hectares in North Saanich, and 80 hectares in Saanich.



Urban Area Inside the RUCSPA



Urban Area Outside of the RUCSPA



Source: CRD Regional Planning

USC 9 Share of Population and Dwelling Unit Growth Located Within Major Centres

What is Being Measured?

This indicator measures the share of new population and dwelling units located within the Metropolitan Core and the major centres.

Why is this Indicator Important?

The RGS designated eight major centres and the Metropolitan Core as key growth nodes. This measure can be used to determine the extent to which the centres are attracting new development and whether the RGS goal of keeping urban settlement compact is being met.

How Are We Doing?

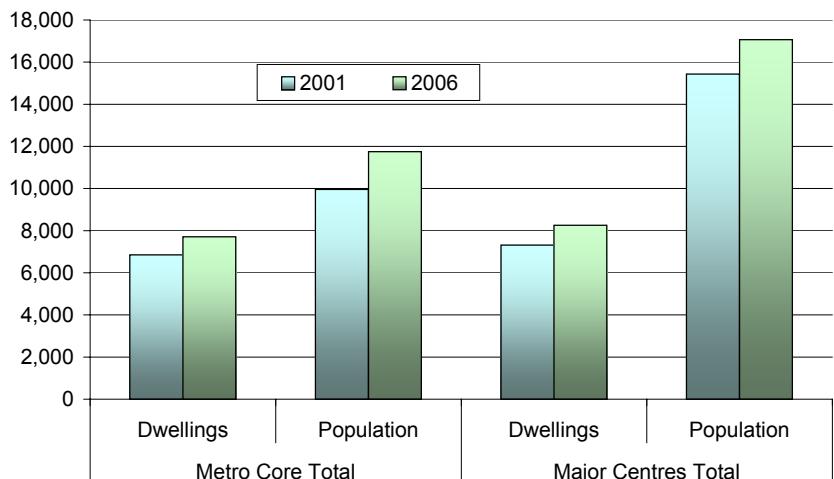
Between 2001 and 2006 the total population of the total Metropolitan Core rose 17%, from 9,955 people to 11,750, while dwellings rose 12% from 6,850 to 7,700. As a whole, the Major Centres grew less than the Metro Core, with the overall population increasing by 11%, from 15,530 to 17,060. The number of dwellings in the major centres grew by 13%, shifting from 7,300 to 8,260.

The major centres showed less growth overall, however certain centres showed more change than others. Sidney Town Centre had a 23% increase in population and a 21% increase in the number of dwelling units; whereas Royal Oak had a population increase of 21% and an increase in dwelling units of 18%. Colwood had an 18% increase in population and a large 46% increase in dwellings over the five years between 2001 and 2006. Town & Country/Mayfair saw a 9% decline in population and a 7% decline in the number of dwelling units.

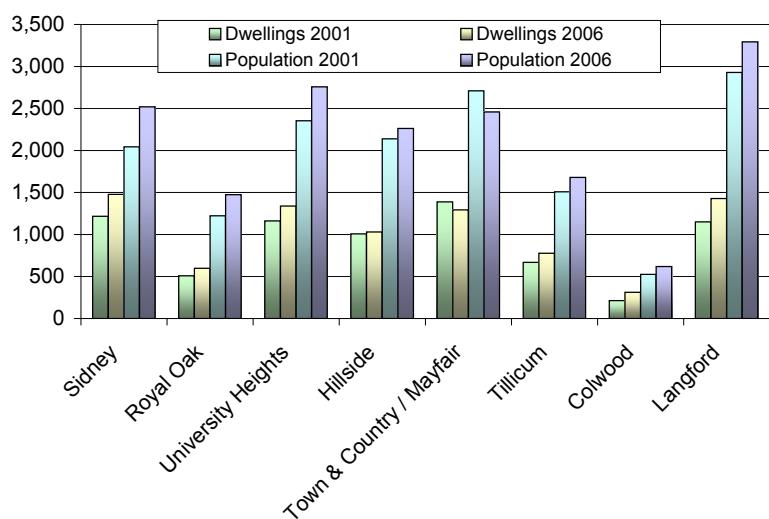
Note: The boundaries of the Metropolitan Core and Major Centres have not yet been fully defined by the member municipalities. This indicator is based on the boundaries identified in the RGS and a theoretical 500 metre buffer.

Source: Statistics Canada, 2006 Census, CRD Regional Planning

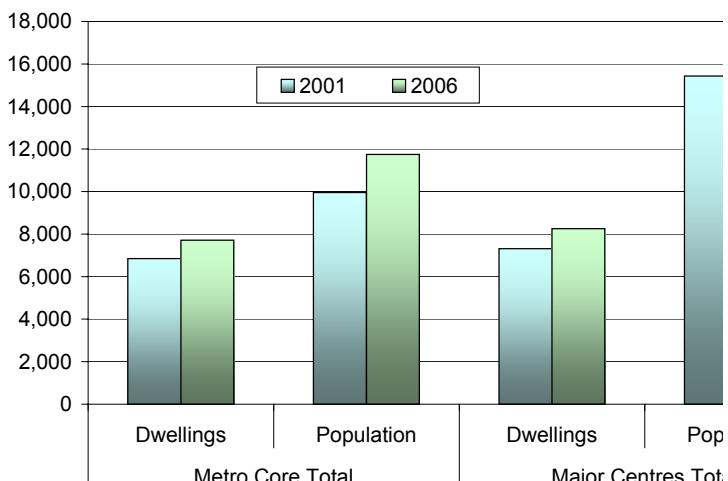
Population and Dwelling Values for the Metro Core and Major Centres, 2001 and 2006



Population and Dwelling Figures for Major Centres, 2001 and 2006



Population and Dwelling Figures for the Metro Core and Major Centres, 2001 and 2006



USC 6 Net Change in Land Area of the RUCSPA

What is Being Measured?

This indicator measures the net change in the land area of the Regional Urban Containment and Servicing Policy Area. The RUCSPA is intended to hold a 20 year land supply that will house the region's new population growth. Ideally, this will not need to be expanded within the given time frame.

Why is this Indicator Important?

This indicator measures how well the region is doing at keeping urban settlement compact. The RUCSPA boundaries were established in concert with the member municipalities and reflect the land area needed to accommodate the projected population growth over the next 20 years.

Changes to the land area of the RUCSPA indicate that lands are either improperly located, do not properly accommodate growth or were required in order to accommodate higher than expected growth rates. A constant land area containing the majority of the population growth indicates that the urban containment boundary was properly situated.

How Are We Doing?

The total area of the RUCSPA is 16,420 hectares, 8.3% of the GMPA. The RUCSPA does not include an Urban Containment and Servicing Area Boundary for Sooke as their Regional Context Statement has not been completed. The RUCSPA has remained unchanged since 2003, however, in 2006, the CRD accepted the District of Highlands Regional Context Statement proposing a 267 hectare expansion to the RUCSPA, which triggered the RGS amendment process. This process to amend the RGS and address the Highlands issue has not yet been resolved. (See RGS Amendment Update Section for more information)

Source: CRD Regional Planning

USC 7 Size of Lots for Single Detached Homes

What is Being Measured?

This indicator measures the average lot size used for new single-detached homes built within the RUCSPA.

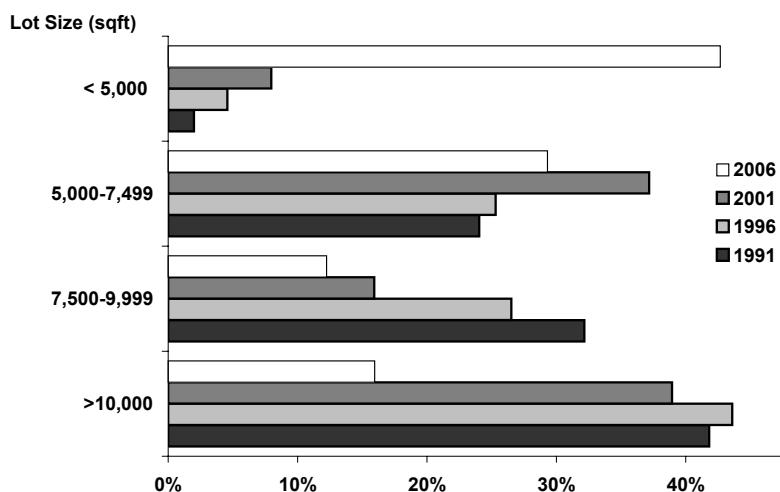
Why is this Indicator Important?

This indicator provides a quantifiable measure of how the RUCSPA's limited supply of detached housing land is being absorbed and illustrates whether recent single family residential land development activities are using land more (or less) efficiently compared to previous periods. The intent of the RGS is to use land efficiently, utilizing smaller lot sizes for single detached houses within the RUCSPA.

How Are We Doing?

New single-detached homes are being built on increasingly smaller lots within the RUCSPA. In 2006, approximately 46% of new single-detached homes built within the RUCSPA were constructed on small lots (<5,000 ft²). Nearly 80% of single-detached homes were built on lots smaller than 7,500 ft². This increase in smaller lots over the past five years reflects the high cost of land as well as make more efficient use of land. Municipalities particularly in the West Shore are responsible for a large share of the smaller lot approvals.

Lot Size for Single Detached Homes Within RUCSPA



Source: BC Assessment, CRD Regional Planning

Land Area Serviced by Water Inside and Outside the RUCSPA

What is Being Measured?

This indicator monitors the land area that is serviced by water inside and outside of the RUCSPA relative to a baseline of information for 2005.

Why is this Indicator Important?

This indicator provides a trend on water services provided inside and outside of the RUCSPA over time. Section 1.1, Action 5 of the Regional Growth Strategy (RGS) states that member municipalities agree not to further extend water services outside the RUCSPA. The RGS also provides guidelines for water on agricultural lands and the Victoria International Airport Special Policy Area (VIASPA).

How Are We Doing?

Serviced area figures are presented in the table below. Map X renders the actual water distribution coverage. Currently, 26,598 hectares of land within the GMPA are serviced; approximately half of this serviced area (14,359 ha) lies within the boundaries of the RUCSPA. This leaves 12,239 hectares of serviced area outside the RUCSPA. If ALR and VIASPA lands are included, almost three-quarters of serviced area lie within Regional Growth Strategy designations that permit servicing.

Water Service By Municipality*					
Municipality	Total Area (ha)	Serviced Area (ha)	Percentage Serviced	% of Serviced Area Inside RUCSPA	% of Serviced Area Inside RUCSPA, ALR† or VIASPA
City of Colwood	1,768	1,768	100%	100%	100%
City of Langford	3,994	2,171	54%	100%	100%
City of Victoria	1,945	1,940	100%	100%	100%
District of Central Saanich	4,164	2,922	70%	26%	90%
District of Highlands	3,791	0	0%	n/a	n/a
District of Metchosin	6,974	2,154	31%	0%	30%
District North Saanich	3,717	3,301	89%	0%	41%
District of Oak Bay	1,035	999	97%	100%	100%
District of Saanich	10,381	7,426	72%	67%	79%
District of Sooke	5,801	1,716	30%	0%‡	20%‡
Juan de Fuca E.A.	149,256	438	0%	0%	4%
Town of Sidney	506	506	100%	90%	100%
Town of View Royal	1,453	552	38%	97%	98%
Township of Esquimalt	707	707	100%	100%	100%
<i>Growth Management Planning Area</i>	195,493	26,598	14%	54%	73%

*Not Including Improvement District waterworks.

†Excluding parks.

‡The Urban Containment and Servicing Area for Sooke will be defined through a future amendment to the Regional Growth Strategy.

Source: Member municipalities, CRD Water Services, CRD Regional Planning

USC 8B Land Area Serviced by Sewer Inside and Outside the RUCSPA

What is Being Measured?

This indicator monitors the land area that is serviced by sewers inside and outside of the RUCSPA relative to a baseline of information for 2005. According to Section 1.1, Action 5, of the Regional Growth Strategy, member municipalities agree not to further extend sewer services outside the RUCSPA, except to address pressing public health and environmental issues.

Why is this Indicator Important?

This indicator provides a trend on sewer services provided inside and outside of the RUCSPA over time. Lower development costs make developing on the rural fringes attractive; however, the servicing demands on the public are high in these areas, resulting in the inefficient use of resources. Servicing developments within the RUCSPA makes the most efficient use of infrastructure.

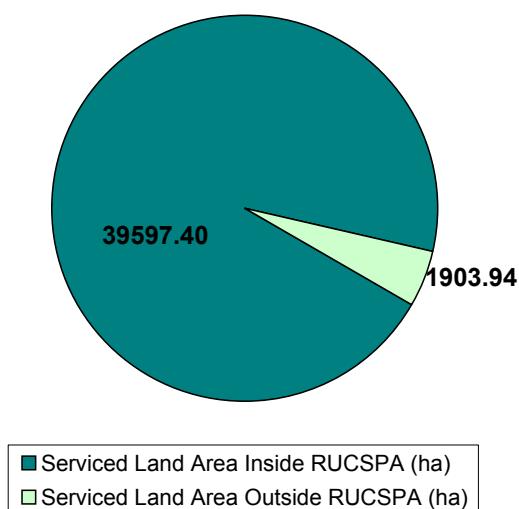
How Are We Doing?

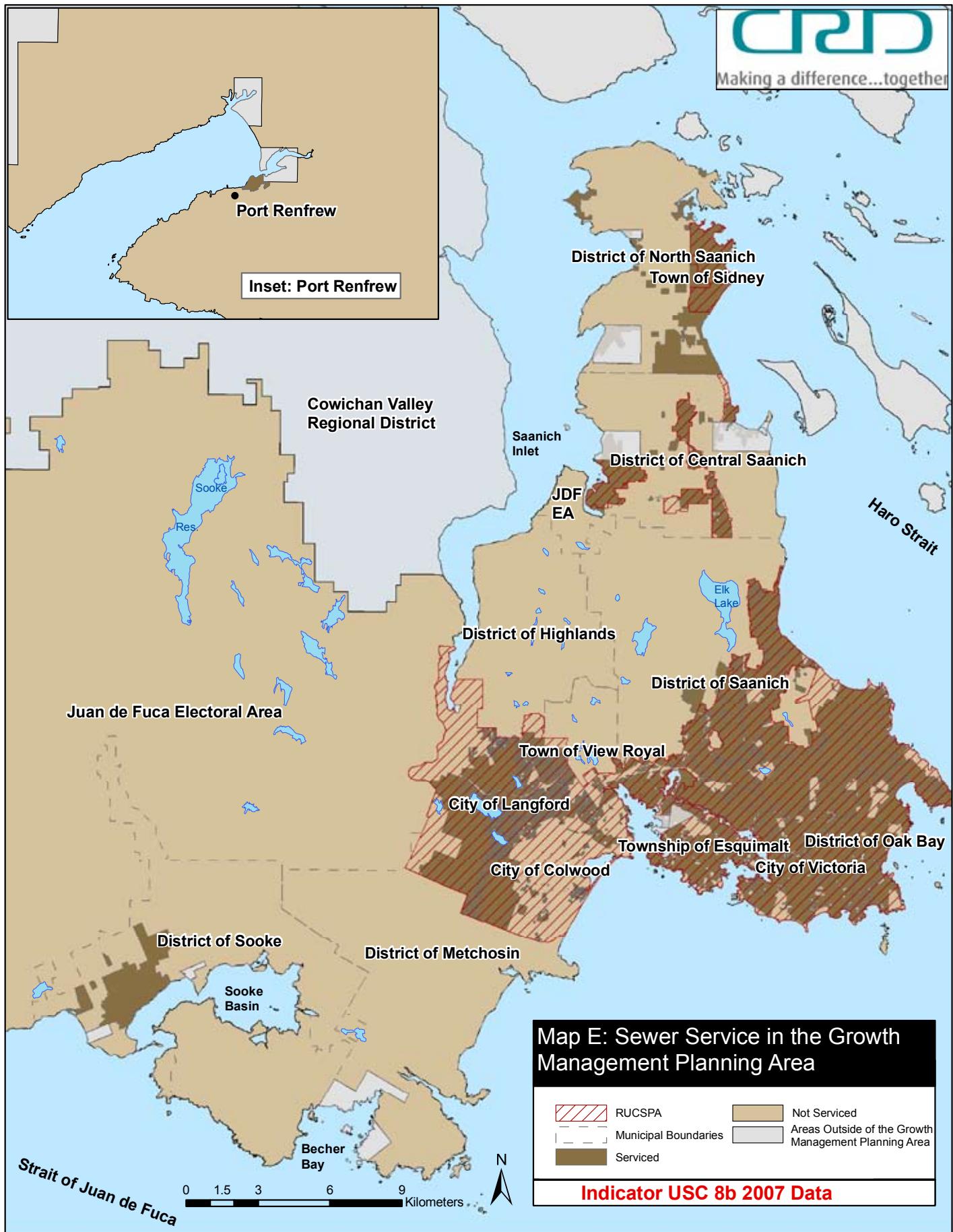
The 2003–2004 monitoring reported values of 701 hectares of sewer serviced land outside the RUCSPA and 9,712 hectares of lands serviced by sewers inside the RUCSPA. In 2007, 1,904 hectares of land outside of the RUCSPA were serviced with sewers and 39,597 hectares serviced by sewers inside of the RUCSPA. This is roughly a 2% increase in serviced land area with 95.5% of the serviced area currently within the RUCSPA. The land serviced land by sewers outside of the RUCSPA increased by 172%.

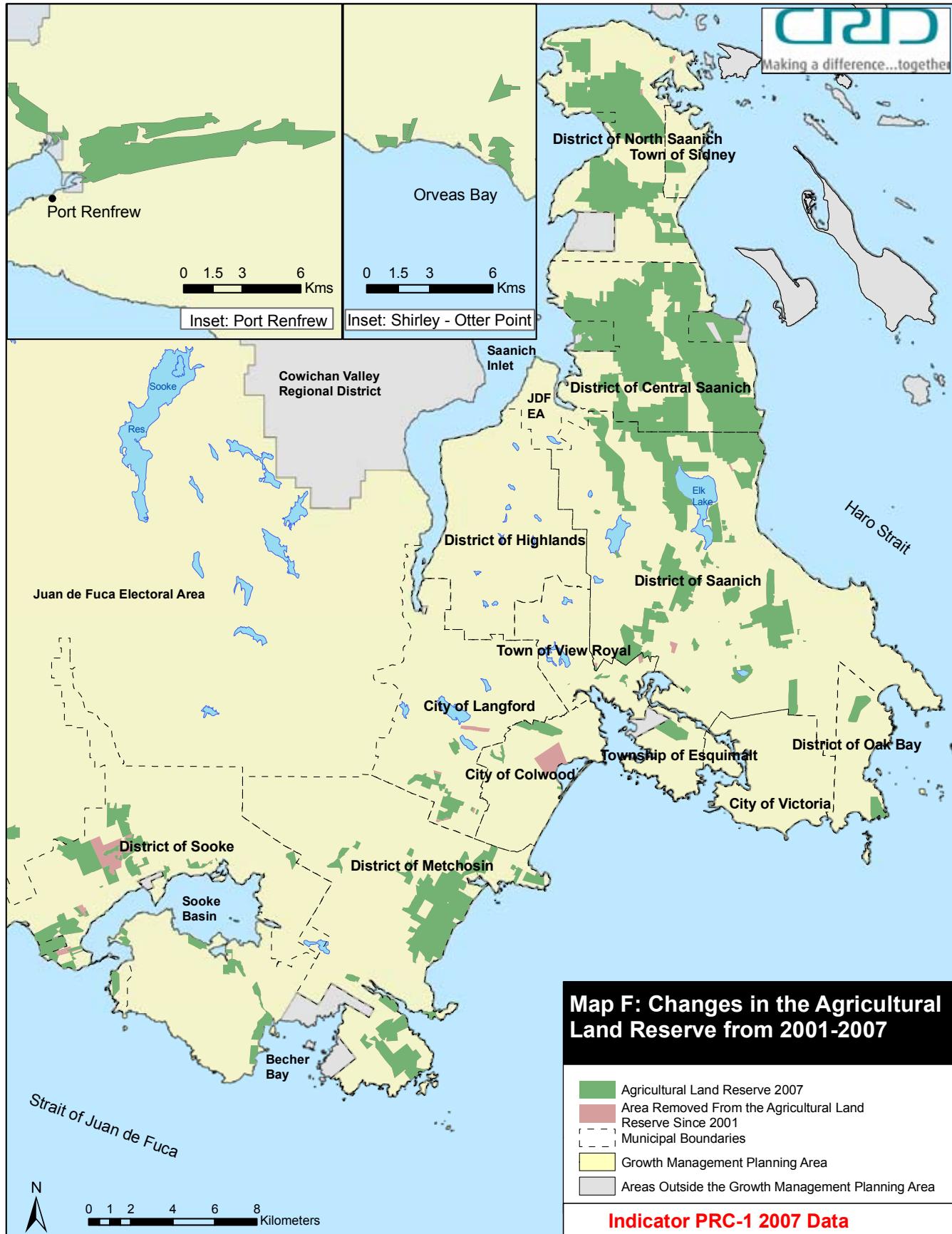
***Note:** The area calculated for Langford is sewer specified meaning that the land has the capacity to connect to the regional network; however, not all properties that can connect to sewer services do connect.

Source: CRD Environmental Services, Member Municipalities, CRD Regional Planning

**Land Area Serviced by Sewers
Inside and Outside the RUCSPA, 2007**







PRC 1 Net Change in Land Area of Agricultural Land Reserve

What is Being Measured?

This indicator measures the number of hectares removed from and added to the Agricultural Land Reserve (ALR) annually within the Growth Management Planning Area (GMPA). This measure determines the extent to which land is being preserved for agricultural uses, a significant goal of the RGS.

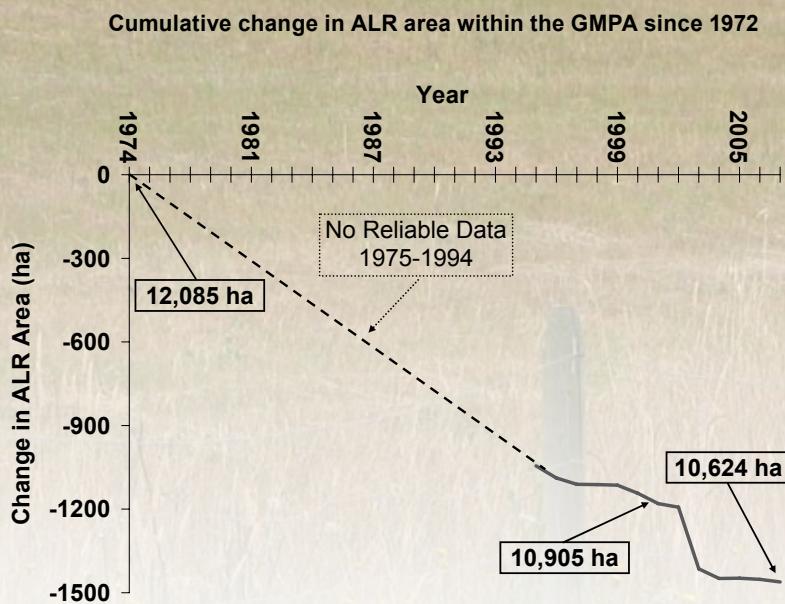
Why is this Indicator Important?

This ALR was established to prevent the transition of agricultural land to non-agricultural and urban uses. The indicator can reveal pressures of development that can encroach on agricultural land as well as change in actual use designations. For example, some parks and recreational areas (e.g. golf courses) that were previously designated ALR have been changed to reflect their actual use in the RGS. As the popularity of food security increases, this indicator will become increasingly significant. By protecting agricultural and resource lands, the RGS preserves rural character and manages the spatial extent of urban development.

How Are We Doing?

Since 1974 the ALR stock in the GMPA has fallen markedly from its original 12,085 hectares, with 10,624 hectares remaining in 2006. 1,461 hectares have been removed, the most significant losses taking place between 2001 and 2004.

Source: Agricultural Land Conservancy



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

What is Being Measured?

This indicator measures the total value of gross farm receipts, the productivity of agricultural land and the area of farms by Census Consolidated Subdivision and the number of farms by gross farm receipt category.

Why is this Indicator Important?

This indicator goes beyond land designation and measures agricultural productivity. It provides an overall indication of the health of the agricultural sector based on economic returns to farm operators, and indicates if land designated agriculture is, in fact, being used for farm purposes. This measure is particularly important to track given the growing interest in local food production and food security.

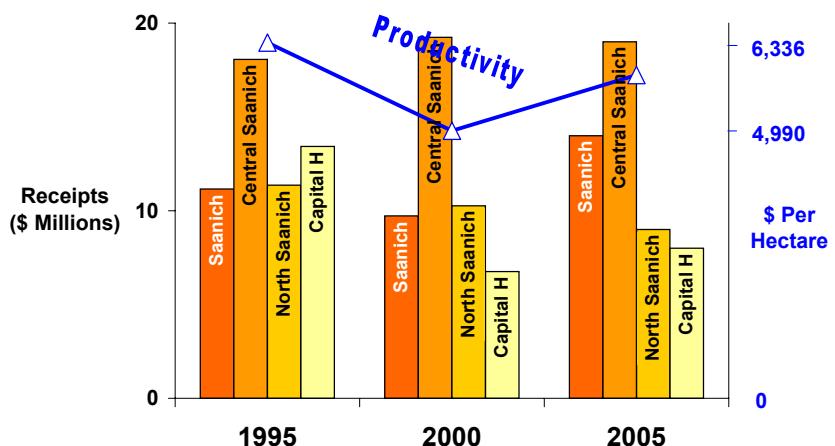
How Are We Doing?

The 735 surveyed farms in the GMPA produced approximately \$49 million in total farm receipts in 2005, up from \$46 million in 2000. The total number of farms reporting to the agricultural census from the GMPA increased from 723 to 735, while the combined land area of the reporting farms decreased by over 1000 hectares between 2000 and 2005.

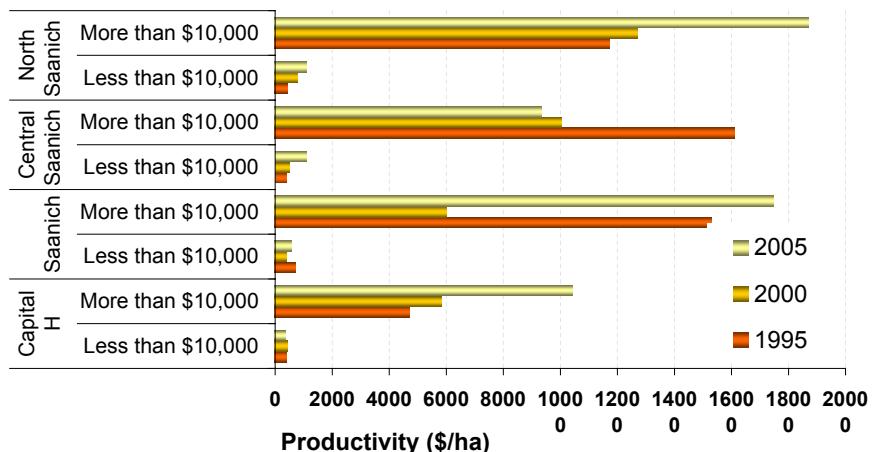
In 2005 the total value per hectare of the agricultural land in the GMPA grew to \$6,030, after falling to \$4,990 between 1995 and 2000. In 2005, 242 of the 735 farms produced gross annual farm receipts of more than \$10,000. The remaining 493 farms generate less than 4% of the gross farm receipts. Overall, smaller farms (less than 2.2 hectares) produced 3.1 times the value in gross farm receipts per hectare compared to large farms (4.2 hectares and over)

Source: Statistics Canada, Census of Agriculture

Gross Farm Receipts by CMA (Left Scale) and Average Gross farm Receipt per Hectare (Right Scale)



Total value per hectare of gross farm receipts within by municipalities with active farms by Census year



PRC 3 Share of New Dwelling Units Located Outside the RUCSPA

What is Being Measured?

This indicator measures the geographic distribution of the annual and the cumulative share of new dwellings located *outside* the RUCSPA since 2001. Net new dwelling units are defined as housing completions minus housing demolitions. This is also a measure of how effective the RGS has been in preserving rural lands and maintaining efficient growth within the RUCSPA.

Why is this Indicator Important?

This indicator measures how much of the dwelling unit growth is occurring outside the designated Regional Urban Containment and Servicing Policy Area. A lower share of growth is desirable as it indicates that the rural areas are being retained as rural and not subject to significant development pressures. This lower share of growth would also indicate that the RGS's initiatives are being supported, with rural areas only growing in a slow and consistent manner within development capacities outlined in the existing Official Community Plans of the relevant municipalities.

Target

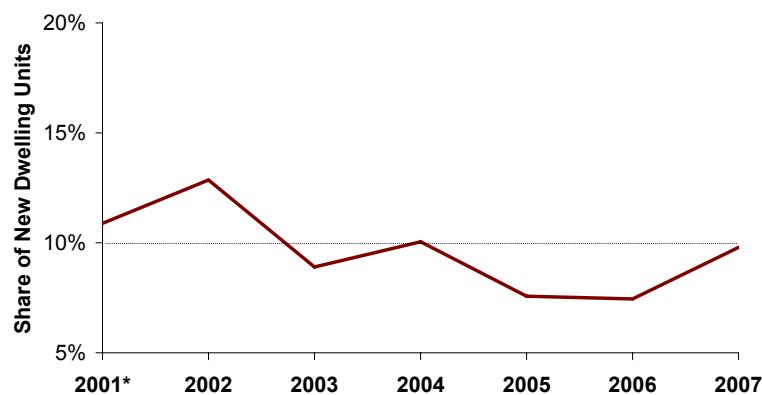
The RGS target is to accommodate a minimum of 90% of the region's cumulative new dwelling units within the RUCSPA between 2001 and 2026. Conversely, this means to accommodate no more than 10% of the region's cumulative new dwelling units outside the RUCSPA between 2001 and 2026.

How Are We Doing?

Between June 2001 and December 2007, 853 new dwelling units, or 9% of all the dwellings constructed in the GMPA have been located outside of the RUCSPA, and outside of Sooke. (A total of 850 net new dwelling units were constructed in Sooke, but these units are not included in this analysis since the Urban Containment and Servicing Area for Sooke has not yet been defined.)

Year	Annual share of new dwelling units located outside the RUCSPA	Annual New Units Outside RUCSPA
June-Dec 2001	11%	69
2002	13%	191
2003	9%	164
2004	10%	146
2005	8%	229
2006	7%	230
2007	10%	178
Avg.2001-2007	10%	N/A

Percentage of New Dwelling Units Located Outside Regional Urban Containment and Servicing Policy Area, 2001-2006



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

PRC 4 Net Change in Land Area of Forestry Lands

What is Being Measured?

This indicator measures the area of Crown Forest and Private Managed Forest Land within the GMPA, and the change in these areas over time.

How Are We Doing?

This indicator is under development and will be published in future annual reports. When published it will include a map of Crown Forest and Private Managed Forest Lands. The Forest Land Reserve Act was repealed by the Province in August 2004, which was replaced by the Private Managed Forest Land Act. Recently, 28,000 hectares of land were released from the tree farm license, enabling the lands to be sold and used for non-forestry purposes. Land that is removed from TFL is no longer subject to the sustainable logging principles, allowing the owner to clear and develop under their own accord. In response to development proposals, the CRD down-zoned the area to 120 hectare minimum lot sizes, preserving the rural resource lands.

Map G: Proposed Sea-to-Sea Green/Blue Belt

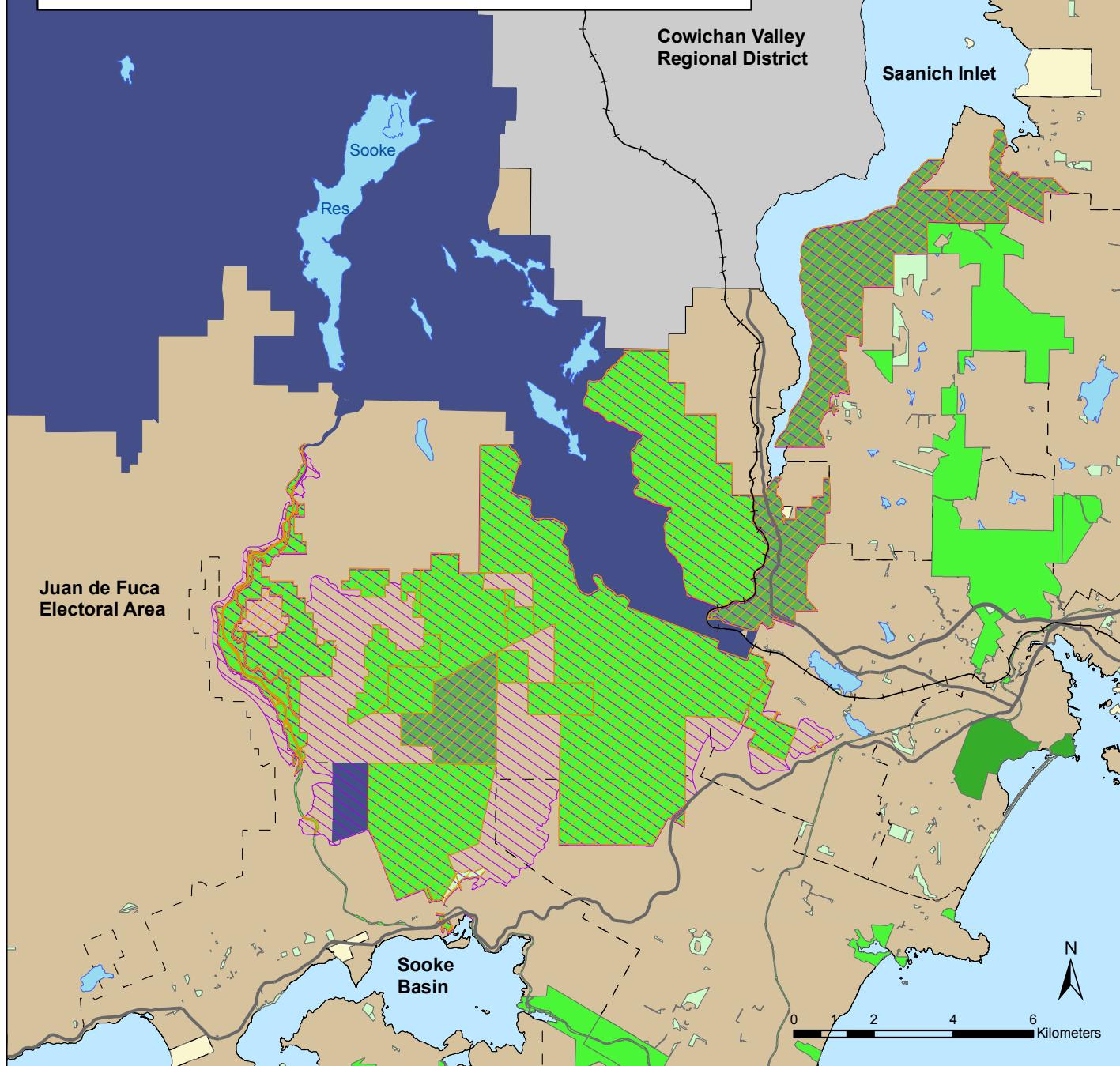
Existing Parks and Protected Areas

Park Type

- Community Park
- Federal Park
- Municipal Park
- Protected Area
- Provincial Ecoreserve
- Provincial Park
- Regional Park

- Highways
- Railway
- CRD Water Supply Lands
- Municipal Boundaries
- Growth Management Planning Area (GMPA)
- Areas Outside the Growth
- Management Planning Area
- Proposed Sea-to-Sea Green/Blue Belt 2008
- Current Sea-to-Sea Green/Blue Belt

Indicator GBS-2 2007 Data



GBS 1 Annual and Cumulative Parkland Acquisition

What is Being Measured?

This indicator describes the percentage of parkland acquired annually and cumulatively within the GMPA and the measures RGS's ability to protect the region's green spaces as outlined in the Region's Green/Blue Spaces Strategy adopted in 1997. The RGS establishes a Capital Green Lands Policy Area which includes the major park areas. For the purpose of this indicator, only the major parklands including federal, provincial, and regional parks, as well as ecological reserves, are recorded; it does not include municipal parks, private conservation lands, or CRD Water Lands.

Why is this Indicator Important?

The acquisition and protection of parkland plays an important role in regional growth management. It provides strong edges to urban development areas, provides recreational opportunities, and protects important wildlife habitat for a variety of terrestrial, aquatic and avian species. Protected areas contribute to quality of life through the provision of passive and conservation-based recreational activities in some of these areas, recognizing that some spaces are primarily for conservation purposes.

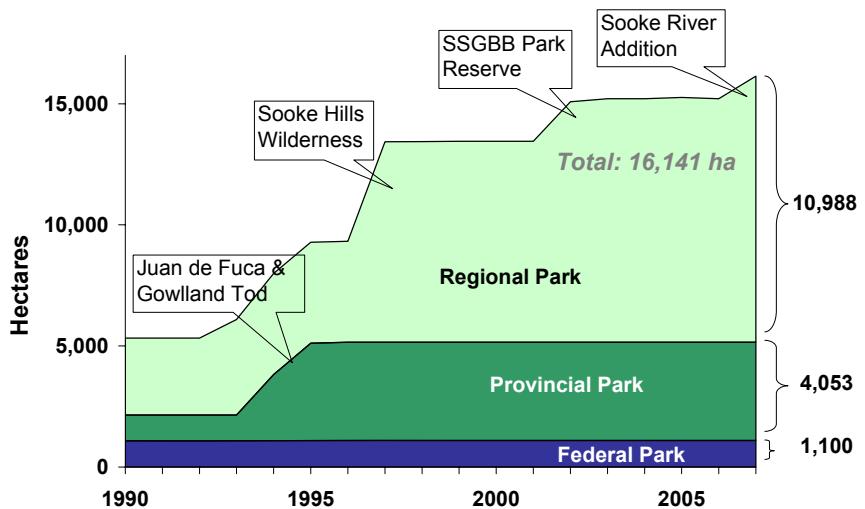
How Are We Doing?

The cumulative parkland total inside the GMPA including Regional, Provincial and Federal Parks is now 16,141 hectares, a 2,687 hectare increase since 2001. The most significant park addition between 2006 and 2007 was the Sooke River Addition from Timberwest Forest Corp.; the existing area protected along the Sooke River grew by 932 hectares, this addition also significantly increases the Sea-to-Sea Green/Blue Belt.

Source: CRD Parks



Cumulative Amount of Parkland Acquired for Conservation Separated by Type Within the GMPA, 1990-2006



GBS 2 Percentage of Land within the Sea-to-Sea Green/Blue Belt that is Protected

What is Being Measured?

This indicator tracks the percentage of land within the regional Sea-to-Sea Green/Blue Belt that has been protected. The Regional Green/Blue Spaces Strategy envisioned a continuous protected stretch of land extending from Tod Inlet to the Sooke Basin. The concept became endorsed and formalized through the Regional Green/Blue Spaces Strategy (1997), the CRD Parks Master Plan (2000), and is reflected in the Capital Green Lands policy of the Regional Growth Strategy.

Why is this Indicator Important?

The RGS incorporated many elements of the Green/Blue Strategy and the Parks Master Plan.

By achieving the Sea-to-Sea Green/Blue Belt vision, the CRD would have a continuous connected greenbelt network, one of the largest protected areas in the region.

Target

To achieve protection of 100% of the proposed Sea-to-Sea Green/Blue Belt area by 2011.

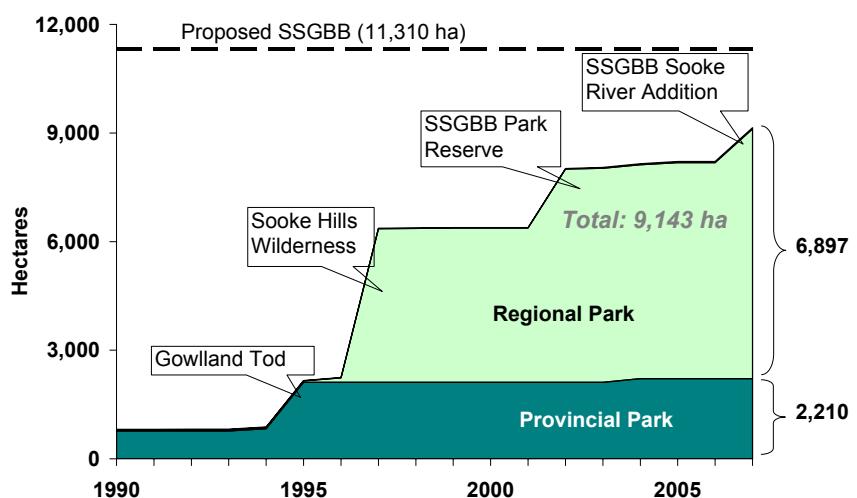
How Are We Doing?

The total amount of land protected by the proposed Sea-to-Sea Green/Blue Belt has increased from 6,388 hectares in 2001 to 9,143 hectares in 2007. This 2,755 hectare increase in the total protected area is due in large part to Goldstream Provincial Park, the Sea-to-Sea Green/Blue Belt Regional Park Reserve, the Sooke Potholes Regional Park and the 932 hectare addition around the Sooke River. The newest total represents 81% of the proposed SSGBB, which totals 11,313 hectares (the total size was recently recalculated based on updated GIS layers) leaving 2,170 hectares unprotected.

Source: CRD Parks, CRD Regional Planning



Protected Area in the Sea-to-Sea Green/Blue Belt



GBS 3 Total Length of Regional Trail Network

What is Being Measured?

This indicator measures the total length of the Regional Trails Network that has been completed. The goal for the regional trail network is to have approximately 390 kilometres of regional trails in the GMPA. This indicator measures the region's success in completing this trail network.

Why is this Indicator Important?

This indicator provides an indication of the progress being made on the development of the complete Regional Trail Network in the GMPA. The regional trail network represents an integrated system linking urban areas to rural green space areas, a key element of the Green/Blue Spaces Strategy and the RGS.

Target

To complete 100% of the Regional Trail Network by the year 2016.

How Are We Doing?

Approximately 205 kilometres or 51% of the Total Proposed Regional Trail Network (405 kilometres) has been completed in 2003. Last fall, \$11.3 million dollars in funding was awarded to the multi-use E&N Rail Trail project between Downtown Victoria and Goldstream Park in Langford, the goal is to have the trail completed prior to the 2010 Olympics. This trail will add approximately 20 kilometres to the regional trail network.

How Do We Compare?

The Ottawa-Gatineau Capital Region has 170 kilometres of pathways within their region that link their parks and greenbelt. This network of paths also links into the Trans Canada Trail. The City of Calgary has approximately 635 kilometres of pathways connecting Regional Parks, Waterways and Reservoirs that serve as recreational areas. The pathways network combined with the bikeways in Calgary are the most extensive network in North America.

Source: CRD Parks

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

What is Being Measured?

A significant part of the Green/Blue Space System is comprised of lands with ecological value of regional significance either in public or private ownership, that are identified as currently unprotected in the Regional Green/Blue Spaces Strategy. These lands are also reflected in the RGS under the Unprotected Green Space Policy Area (UGSPA) and include significant examples of the region's historical land-based ecosystems, including 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 both protected and lost to disturbance.

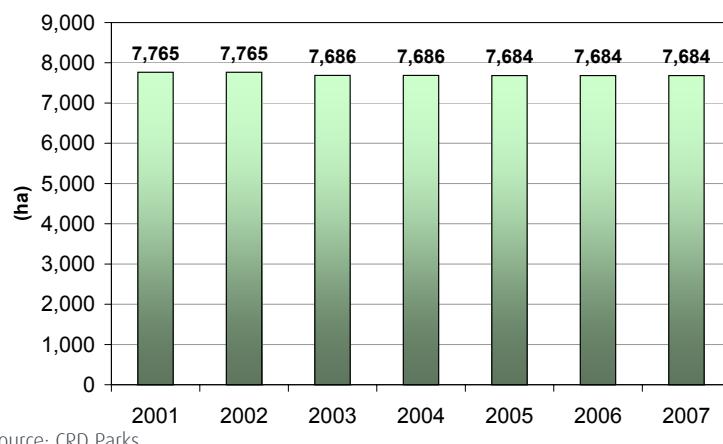
Why is this Indicator Important?

Sensitive ecosystems can be protected through a continuum of regulations and land use designations. Parkland status is the highest level of protection available to natural areas in the CRD. Other forms of protection include conservation covenants, environmental development permit areas, and restrictive zoning provisions. These other tools are important as many of the sensitive ecosystems areas are on private lands. There is no specific target or measure for the unprotected green spaces that are not acquired or designated as parkland, however, the intent of the RGS is to encourage other jurisdictions to "protect the landscape character, ecological heritage and biodiversity of the Capital Region" through a number of different strategies.

How Are We Doing?

Since 2001, approximately 1% (80 hectares) of the total UGSPA has been protected as parkland, leaving nearly 7,700 hectares unprotected. Recently protected parks include Allman Park and the Mount Work/Thetis Lake Regional Parks Connection which were both acquired in 2003. The addition to Mount Douglas Park was completed in 2005.

Proportion of Unprotected Green Space Policy Area Not Yet Acquired as Parkland, 2007



Source: CRD Parks

MNR 1 Per Capita Disposal of Solid Waste

What is Being Measured?

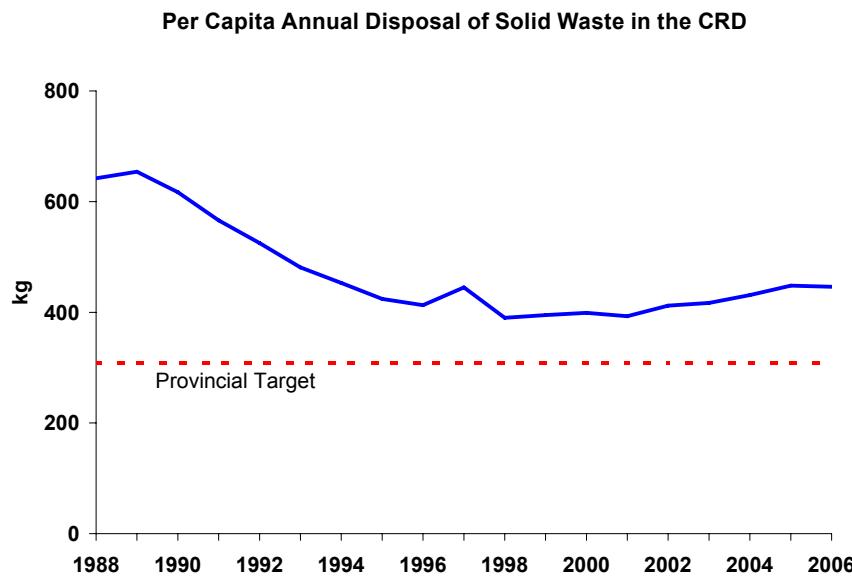
This indicator measures the amount of solid waste disposed of annually from both residential and non-residential sources per capita. The RGS chapter, entitled, "Manage Natural Resources and the Environment Sustainably", references the Natural Step sustainability principles including principle #1, which states that waste discharges of all types should not exceed the assimilative capacity of the natural environment (including land, air and water).

Why is this Indicator Important?

The consumption patterns and waste generation, packaging and extent of recycling and composting in the region are important considerations in this section of the RGS. Waste disposal can represent a significant financial and environmental cost to municipalities and taxpayers. Lowered amounts of solid waste prolong the life of landfills and defer the costs of developing another landfill.

Target

There are no targets in the RGS for this indicator. However, in 1989, the Government of British Columbia established a target to reduce per capita solid waste disposal by 50% of 1990 levels by the year 2000. The CRD's Solid Waste Management Plan includes waste diversion goals of 60% waste diverted from the landfill by 2012 and 85% diverted by 2020. The 2006 diversion rate for the Hartland landfill was 34%.



How Are We Doing?

In 2006, Per Capita Daily Disposal of Solid Waste decreased to 446 kg/person/year down from 448 kg/person/year the previous year. While the trend has improved somewhat over the previous year, the region is still some distance away from the provincial goal of 309 kg/person/year.

Waste Disposal Rate (tonnes/year)

Location	2001	2004
Regional District of Nanaimo	58,000	59,750 (2003)
Greater Vancouver Regional District	1,433,449 (2002)	1,476,703
Capital Regional District	136,654	150,128

Per Capita (tonnes per capita)-based on 2001 Census

	2001	2004
Regional District of Nanaimo	0.46	0.47
Greater Vancouver Regional District	0.678	0.69
Capital Regional District	0.45	0.46

Source: CRD Environmental Services

MNR 2 Average Per Capita Consumption of Potable Water

What is Being Measured?

This indicator measures the average daily consumption of potable water on a per capita basis for residential and non-residential uses. Efforts to conserve potable water enable more residential and industrial water needs to be met through the existing reservoir. Demand management also helps reduce the energy and infrastructure required to treat and distribute water.

Why is this Indicator Important?

Water conservation and demand management are particularly important in the Capital Region which has a Mediterranean climate characterised by wet winters and summer droughts. As a result, the region is required to store and conserve winter rainwater. Average regional consumption exceeds 300 litres a day per person, or twice the European consumption rate. Over 70% of the municipal water supply is used for residential purposes, and is affected by choices people make about low-flow toilets, showerheads, washing machines, and irrigation systems. The CRD operates a comprehensive water demand management program designed to encourage responsible water consumption.

The key principle for the RGS is to minimize the consumption of scarce renewable and non-renewable resources through efficiency and application of reduce, reuse and recycle practices.

How Are We Doing?

The total water consumption in 2006 was 57.8 million litres serving 327,000 residents.

In 2006, total water demand was 483.8 litres a day per capita. 64% of this amount, or 311.2 litres/day/capita is for residential use, with the remainder, 172.6 litres a day/capita for business, industrial and other non-residential uses. This consumption level represents a 1.4% increase over the previous year. This increase comes after a 5% or 25 litre/day/capita decrease in consumption between 2004 and 2005.

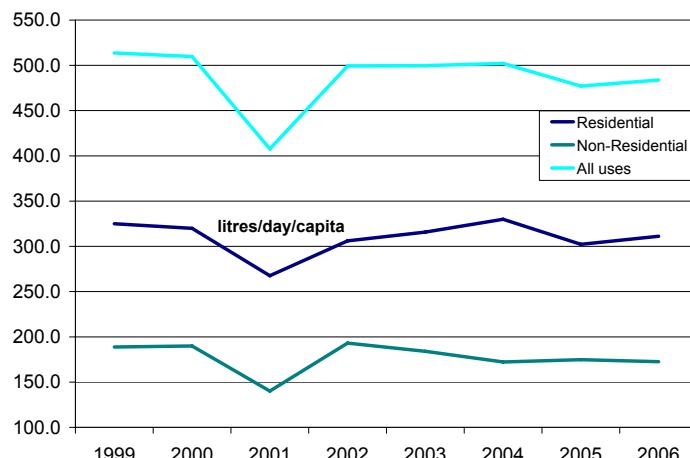
In 2007, CRD Water purchased water supply lands in the Leech River Watershed, which will add 33% to the Sooke water supply capacity. This area will be secured by an adaptive management strategy employed in other Sooke water supply lands. The better the region is at reducing water demand and delaying the need to bring additional capacity on, the longer this water supply area will have to naturally regenerate.

Note: Historical data were revised by CRD Water in 2007. Thus, the comparative data do not exactly match the data from previous years.

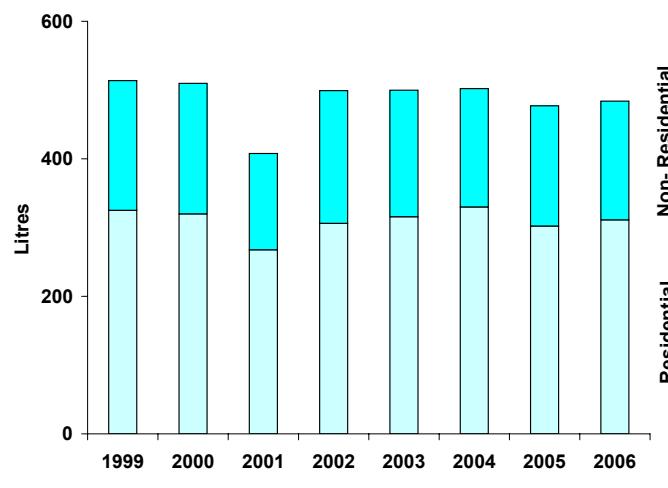
How Do We Compare?

The Canadian residential average daily water consumption was 266 litres per capita, the lowest in over a decade. The closest our region has come to achieving this value was when Stage 3 water use restrictions were put in place in 2001, which produced an average daily water consumption of 267.6 litres/day/capita.

Average Daily Per Capita Water Demand



Per Capita Daily Water Consumption



Source: CRD Water Services

MNR 3 Air Quality

What is Being Measured?

This indicator measures concentrations of fine particulate matter ($PM_{2.5}$) and Ground Level Ozone (O_3), two of the ambient concentrations of air contaminants monitored in the CRD. There are six air quality monitoring stations throughout the region. In addition to particulate matter, the CRD monitors carbon monoxide, nitrogen dioxide, sulphur dioxide and ground level ozone.

Why is this Indicator Important?

Air quality affects human health, particularly the elderly and those with chronic respiratory illnesses. Air quality is an indicator of environmental and social sustainability.

Target

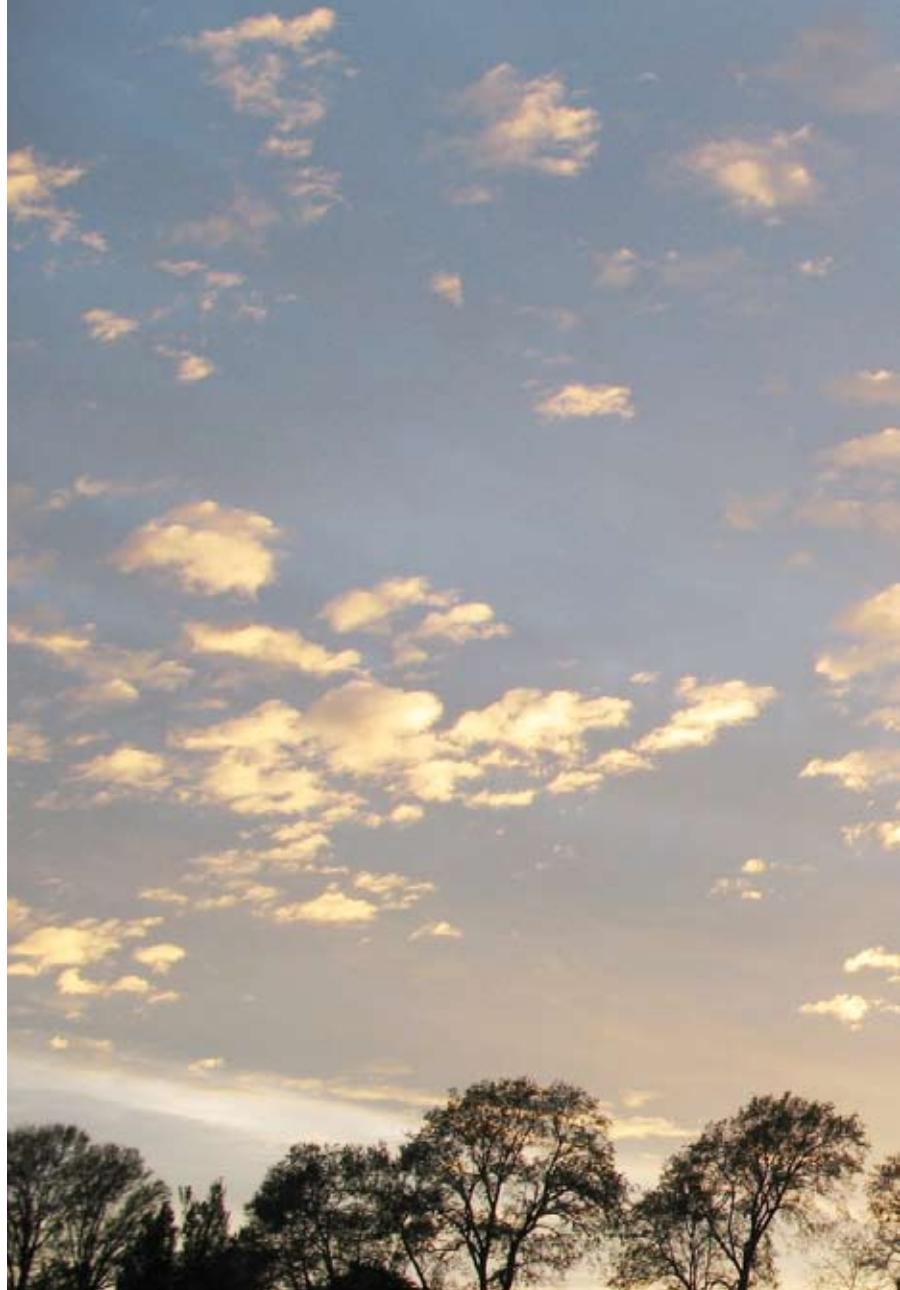
The RGS does not list specific air quality targets; however, the CRD has set guidelines outlining the maximum concentrations of these air pollutants. The maximum 24 hours average for $PM_{2.5}$ is 25 $\mu g/m^3$. The guideline for ground level ozone is a maximum 8 hour rolling average of 120 $\mu g/m^3$.

How Are We Doing?

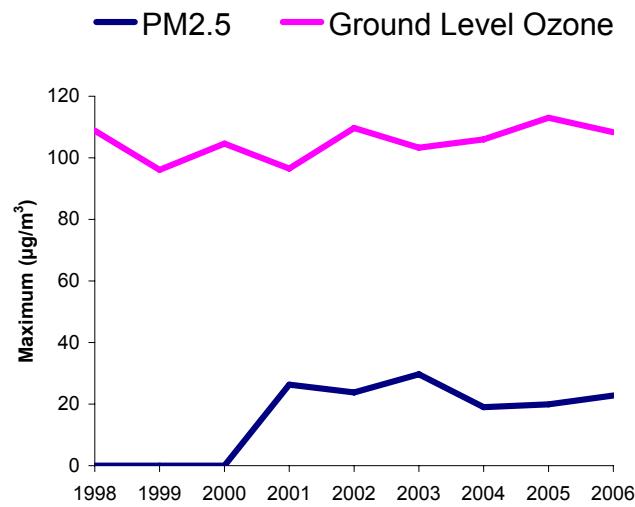
Ambient concentrations of all common air contaminants monitored in the CRD remain relatively low compared with all provincial and federal guidelines, objectives and standards. There were no exceedence of guideline levels of either $PM_{2.5}$ or Ground Level Ozone in 2006; however, the maximum 24-hour average for $PM_{2.5}$ did increase to 22.8 $\mu g/m^3$ after remaining around 19.0 $\mu g/m^3$ in 2004 and 2005. Over the same time period, the maximum 8-hour average of Ground Level Ozone fell to 108.3 $\mu g/m^3$ from 113.0 $\mu g/m^3$ the previous year.

The Air Quality Health Index (AQHI) mentioned in the 2004 report has shifted from a pilot project to being a new national health initiative. The program monitors real time air quality in 14 B.C. communities representing 80% of British Columbians, Victoria was one of these communities. The AQHI measures Ozone (O_3), Particulate Matter (PM_{10} and $PM_{2.5}$) and Nitrogen Dioxide (NO_2) as these pollutants are known to cause harm to human health.

Source: CRD Environmental Services



Annual Maximum Levels of Air Pollutants, 1998–2006





MNR 4 Energy Consumption

What is Being Measured?

This indicator measures the total and per capita consumption of energy within the GMPA. This indicator is based on the Partners for Climate Change guidelines and the CRD's Community Energy Plan. This particular indicator measures energy use in two major sectors: buildings and transportation. By examining the amount of energy consumed, the RGS can make policy and program recommendations pertaining to climate change mitigation and adaptation.

Why is this Indicator Important?

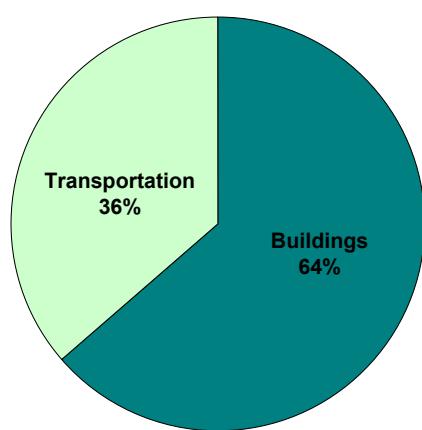
One of the action items in the RGS calls for the establishment of an implementation agreement with the CRD, member municipalities, Vancouver Island Healthy Authority, the province and the federal government to establish policies and targets regarding regional air quality, environmental contaminants and energy efficiency, and to monitor indicators for these as part of the RGS monitoring program. An understanding of the distribution of energy consumption is critical if the region is to reduce its overall energy use.

How Are We Doing?

In 2004, the total energy consumption for the CRD was 31.5 million Gigajoule (GJ), or 94 GJ per capita. This is a 1.5 million GJ increase in total energy consumption compared to the 1995 value, while per Capita Energy Consumption was largely unchanged, decreasing by 1 GJ over the same time period.

Buildings are responsible for the largest share of energy consumption, accounting for 64% of the total in 2004, compared to transportation which consumed 36%. Data for this indicator were taken from the CRD Greenhouse Gas Emission and Energy Use Inventory, 2004. Ordinarily transportation accounts for the larger share of energy; however, due to the amount of hydro electric activity in the region the roles are reversed. As part of the Community Energy Plan and new climate change initiative, the CRD has developed a set of energy and GHG reduction targets and established a corporate climate change strategy.

Average per Capita Consumption of Energy (GJ/year) by Sector



Source: Greenhouse Gas and Energy Use Inventory for the Capital Region, 2004

MNR 5 Greenhouse Gas Emissions

What is Being Measured?

This indicator measures the total and per capita greenhouse gas (GHG) emissions within the GMPA. The indicator is based on the Partners for Climate Protection guidelines and accounts for emissions from the following sources: buildings, transportation, and solid waste. Emissions from sources that communities have little or no control over (such as air traffic or marine vessels) have not been considered in this indicator.

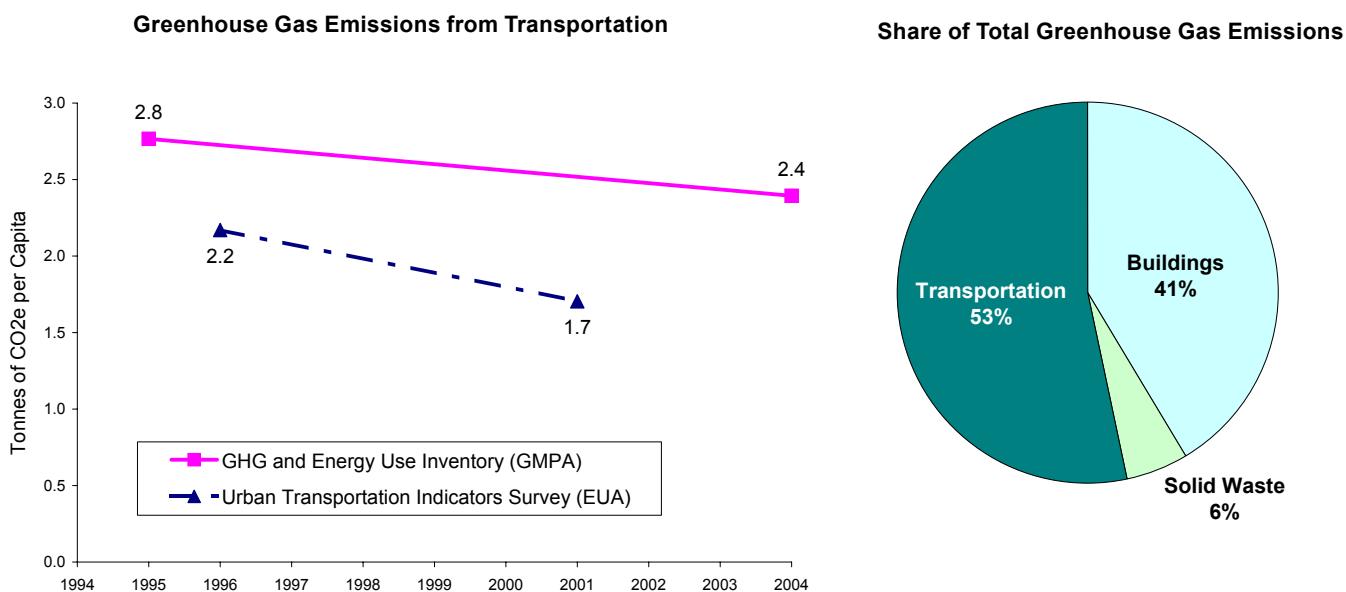
Why is this Indicator Important?

The RGS outlines the need for a plan to address long term strategic resource needs by investigating factors contributing to climate change and fossil fuel depletion. Since transportation is the largest contributor of greenhouse gas emissions, efforts are needed to reduce travel demand and encourage more compact, walkable communities.

How Are We Doing?

Total greenhouse gas emissions were down in 2004 compared to 1995 levels. Total GHG emissions decreased from 1.72 million tonnes in 1995 to 1.50 million tonnes in 2004 in the GMPA. This reduction is due in large part to the lower landfill gas emissions as a result of a methane gas recovery system at Hartland Landfill.

Between 1995 and 2006 CO₂e emissions from transportation decreased from 870,772 tonnes (2.77 tonnes of CO₂e emissions per capita from transportation) to 800,671 tonnes (2.39 tonnes of CO₂e emissions per capita from transportation). It is believed that these per capita and absolute improvements are due in large part to fuel efficiency advancements in motor vehicles.



Source: Greenhouse Gas and Energy Use Inventory for the Capital Region, 2004, Transportation Association of Canada's Urban Transportation Indicators Survey

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

What is Being Measured?

This indicator reports the land area within the GMPA that has a watershed management plan in place. A watershed management plan is any plan that outlines specific watershed management issues for a particular area. The RGS includes an action item calling for the development of a Master Implementation Agreement to create an integrated watershed planning approach to managing surface water, drainages and groundwater in non-catchment watersheds throughout the region, consistent with the principles of sustainability in the RGS.

Why is this Indicator Important?

The amount of land protected under a watershed management plan in the GMPA is a good measure of overall water quality, riparian area protection and environmentally sensitive area protection. These plans protect the land from development pressures and create healthy aquatic systems that can naturally adapt to flood and drought while supporting healthy populations of a variety of species, key goals of the RGS.

How Are We Doing?

In 2001, 8.4% of the GMPA was protected under a Watershed Management Plan. In 2003 the Bowker Creek Watershed Management Plan was completed, protecting an additional 1,328.6 hectares. This addition brought the total protected area up to 9.1%, a value that has remained unchanged up until the present. Other watersheds with plans in place include: Millstream Creek, Craigflower Creek, Durrell Creek, and CRD Water lands.

Source: CRD Water, CRD Environmental Services



BCC 1 Share of Net New Dwelling Units by Structural Type

What is Being Measured?

This indicator measures the annual and cumulative share of net new dwelling units by structural type. An objective of the RGS is to create more choice in housing types and to encourage efficient housing densities within urban areas.

New additions to the housing stock are calculated as completions minus demolitions. Structural type is divided into four categories: apartment, townhouse, semi-detached and single detached.

Why is this Indicator Important?

The purpose of the RGS initiatives is to promote the development of more complete and compact communities by increasing the proportion of apartments, row houses and other attached housing types in the region's housing stock to support urban growth occurring within the Regional Urban Containment and Servicing Area. A variety of structural types is important for building complete communities and for improving housing affordability. A key aspect of building complete communities is offering this variety in close proximity to places of work, schools, shopping, recreation, parks and green spaces. Increased residential densities, such as multi-family dwellings, and an expanded stock of attached housing may enhance overall affordability by increasing the choice of more affordable housing types.

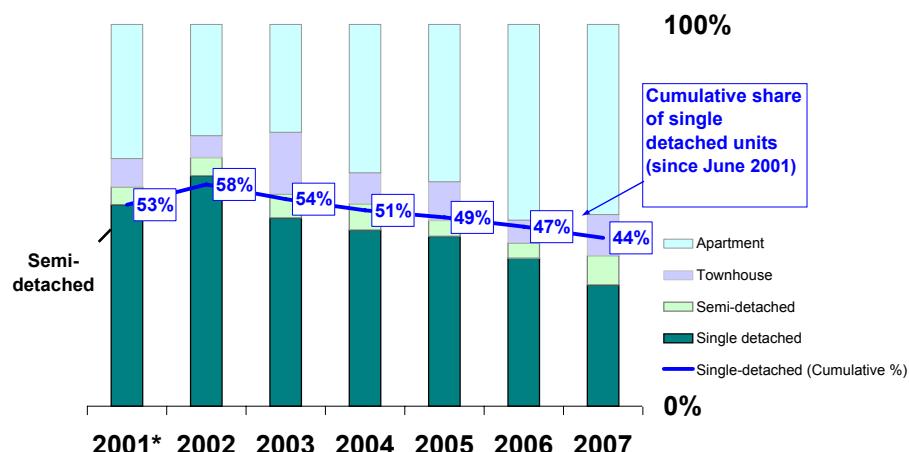
Target

One of the targets established through the Regional Housing Affordability Strategy (a sub-strategy of the RGS) is to increase the cumulative share of attached units (apartments, townhomes and semi-detached houses) to 60% of all units created between 2001 and 2011.

How Are We Doing?

The cumulative share of attached units constructed between June 2001 and December 2007 increased to 56%, or 9,700 units, moving even closer to the target. In 2007, the share of new attached units as percentage of total new dwelling units rose to 68%.

Annual Share of New Dwelling Units by Structural Type



Source: CMHC, Member municipalities, CRD Regional Planning

BCC 2 Percentage of Labour Force Living and Working in the Same Sub-region

What is Being Measured?

This indicator estimates the percentage of the labour force that lives and works within the same sub-region. It is an indicator of community completeness and social and economic sustainability.

Why is this Important?

The RGS supports the development of complete communities within the urban containment area enabling residents to undertake a wide range of daily activities closer to home. The concept of a jobs and labour force balance is a central theme in building complete communities. The degree to which workers live in close proximity to their jobs directly influences transportation demand patterns and trip lengths.

How Are We Doing?

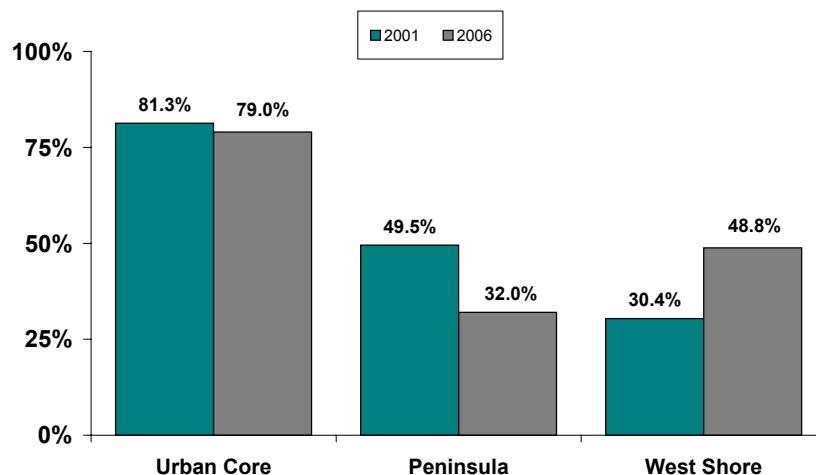
In 2006, there were 173,350 persons employed in the GMPA, the share of the employed residents that lived and worked in the same sub-region was:

- 79% in the Urban Core,
- 32% in the Peninsula, and
- 49% in the West Shore.

Since 2001, the largest changes have occurred in the West Shore and the Peninsula. The percentage of the labour force living and working in West Shore increased from 30% to 48%. The percentage of the labour force living and working within the Peninsula Sub-Region dropped, shifting from 49% in 2001 to 32% in 2006. The Urban Core remained roughly unchanged at 80%.

Note: The 2006 calculation for the West Shore includes the Juan de Fuca Electoral Area, but the 2001 calculation does not. The significant increases for the West Shore are not attributed to the inclusion of the JDF.

Percentage of Labour Force Living and Working in Same Subregion



Source: Statistics Canada, 2006 Census

BCC 3 Jobs-To-Population Ratio

What is Being Measured?

This indicator measures ratio of employment to population in each of the sub-regions, and is another indicator of community completeness and sustainability.

Why is this Indicator Important?

A balance between jobs and population is an indication of a complete community, and is important to ensure that there are employment opportunities close to where people live. At a sub-regional level, a balanced distribution of jobs and population supports other objectives of the RGS, particularly transportation objectives. Land use patterns and the spatial distribution of jobs and housing have a significant influence on commuter travel. The closer a person lives to their work, the more likely they are to use forms of transportation other than the automobile and the trip distances are likely to be shorter. These in turn affect road congestion, transportation fuel consumption, air emissions, and greenhouse gas emissions, which impact the overall quality of life in the region.

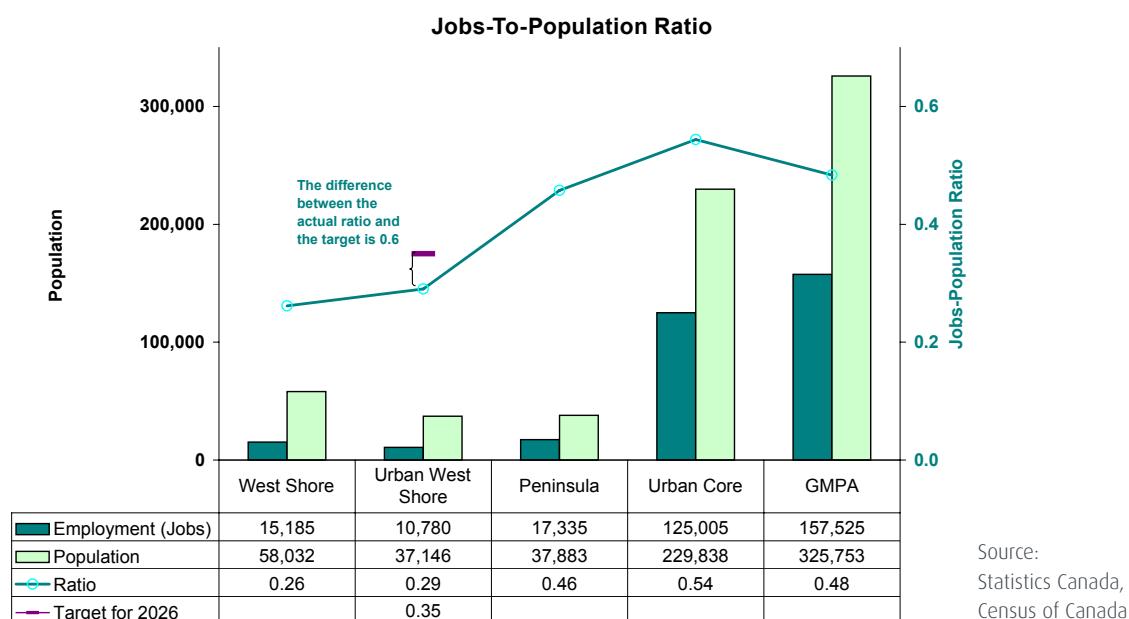
Target

By 2026, achieve a minimum jobs/population ratio in the Urban West Shore of 0.35 (employment divided by population).

How Are We Doing?

In 2006, the GMPA had a jobs-population ratio of 0.48. This appears to be a sizable change from the previously reported value of 0.55 in 2001, however, due to the change in methodology to now use total population versus population 15+ it is not. If population 15+ were to be used for the current 2006 data, the jobs-population 15+ ratio would be 0.57. The jobs to total population ratio was 0.29 in the Urban West Shore, while the Urban Core continued to have the highest ratio at 0.54, followed by the Peninsula at 0.46, the West Shore had a jobs-to-total population ratio of 0.26.

Note: The ratios calculated in previous reports were based on population 15+ figures, while the RGS target was set on total population figures. The indicator will now use total population to align with the RGS target. However, for comparison purposes the population 15+ was calculated as well for this report.



BCC 4 Share of Total Dwelling Units Within Walking Distance of a Commercial Centre

What is Being Measured?

This indicator measures the share of total dwelling units that are within 400 metres (walking distance) of a commercial centre which provides goods and services needed on a day-to-day basis, including a full service grocery store. This is another key to community completeness identified by the RGS.

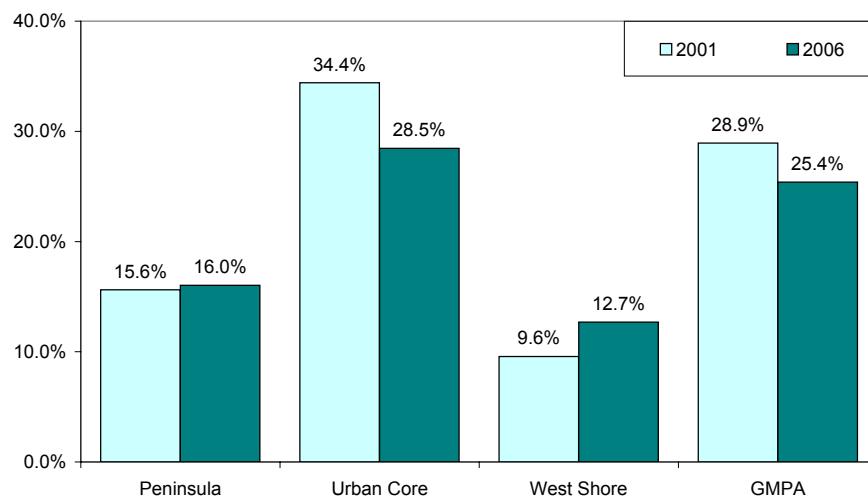
Why is this Indicator Important?

In order to develop complete communities a large proportion of the residences need to be located within close proximity to daily services. This indicator will track, over time, the extent to which the RGS has guided regional development within walking distance of commercial services. Residential development located within the urban containment boundary should be located within 400 metres of basic services for example, a local convenience store, food market, schools and places of employment.

How Are We Doing?

In 2001, approximately 29% of the 133,780 dwellings in GMPA were within walking distance of a commercial centre. Whereas, in 2006, that estimate dropped to 25% in the GMPA, due to changing retail and land use patterns. The number of dwelling units in the West Shore within 400m of commercial centres increased by an estimated 3% shifting from 10% in 2001 to 13% in 2006.

Dwellings within 500m of Commercial Centers



Source: Statistics Canada,
Census of Canada,
CRD Regional Planning

BCC 5 Average Home-to-Work Trip Distance

What is Being Measured?

This indicator describes the average home-work trip distances by sub-region of residence and within the GMPA. The values illustrate the average distance traveled for commuting trips.

Why is this Indicator Important?

The average home-work trip distance indicates the pattern of land use development and is an indicator of community completeness and compactness.

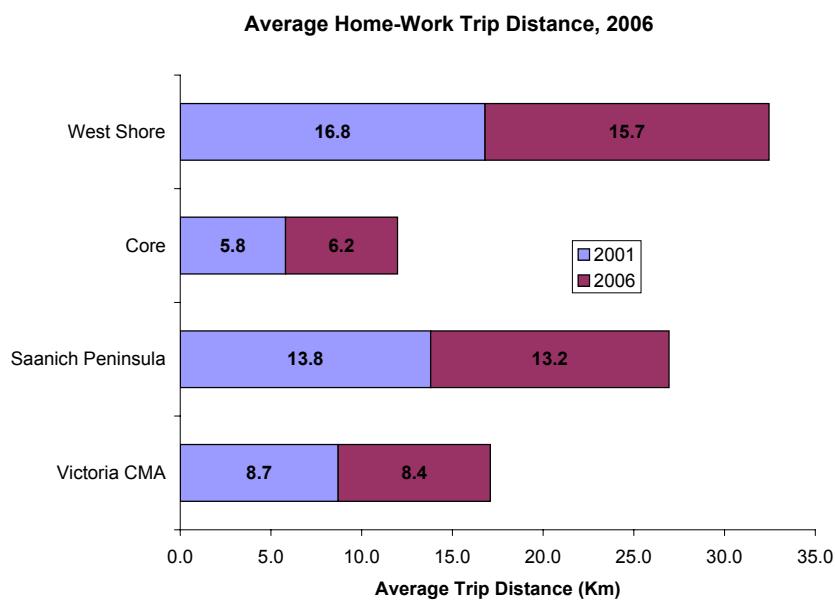
How Are We Doing?

The average home to work trip distance decreased from 8.7 kilometres in 2001, to 8.4 kilometres in 2006.

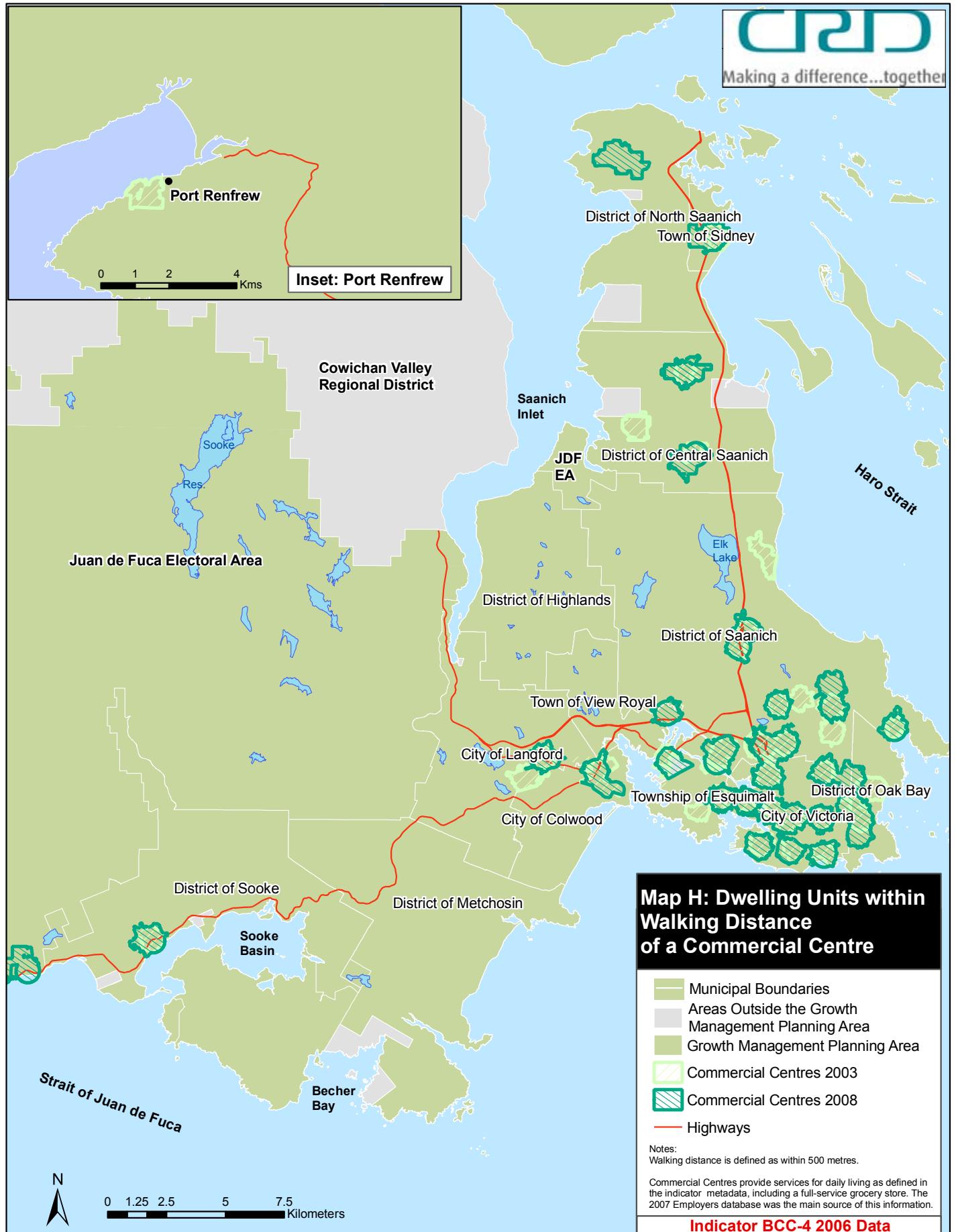
Source: 2006 Origin and Destination Household Travel Survey

How Do We Compare

The Transportation Association of Canada (TAC) also studies trip distance but uses Statistics Canada Census data compared to the indicator above which uses the *2006 Origin and Destination Household Travel Survey*; the two are based on two different survey methodologies. According to the TAC results in 2001, Victoria was in a 3-way tie for the shortest median commuting distance with Thunder Bay and Chicoutimi-Jonquière (now known as Saguenay) at 4.7 km compared to all the other Canadian Census Metropolitan Areas. More than half of Victoria's workers commuted less than 5 km between home and work on a typical day.



Source: TAC, 2001



IHA 1

Number of Households in Core Housing Need

What is Being Measured?

This indicator measures the percentage of households in core housing need in the Growth Management Planning Area (GMPA). A household is considered to be in core housing need if they do not live in and could not access acceptable housing (i.e. affordable, in adequate condition, and of suitable size).

Why is this Indicator Important?

Housing costs in the Victoria CMA are among the highest in Canada. Households that are spending 30% or more of their gross income on housing may result in them having inadequate disposable income for other key household items, such as food, clothing and education expenses. This inability to meet basic needs can create stress among those typically affected (young adults, lone parent families, seniors and those already in poverty). The RGS established the Regional Housing Affordability Strategy (RHAS) in order to provide direction on long term housing needs to provide for all income levels.

Target

To achieve a 25% reduction in the number of households in core housing need between 2001 and 2011.

How Are We Doing?

In 2001, 16,805 or 13.4% of all households in the GMPA were in core housing need. Out of the total number of households in core housing need, 27.5% of renter households and 5.5% of owner households were in living in inadequate housing.

Note: Updated data to be released in the fall of 2008, this indicator will be updated accordingly in the online report.

Source: CMHC (2001 Census-based housing indicators and data)

How Do We Compare?

Victoria had a similar core housing need to Ottawa and Calgary in the Owners category in 2001, Vancouver and Halifax each had much greater needs across the three categories (Owners, Renters and All Households). However, Victoria had a much lower need compared to other similar sized CMA's with expensive housing markets when Renters and All Households were considered.

Source: CMHC; Statistics Canada, Census of Canada

IHA 2 Required Income to Purchase an Average Starter Home

What is Being Measured?

This indicator measures the average income level required to purchase an average starter home (based on MLS average house prices for single family dwellings). It provides an illustration of the income affordability gap in purchasing an average dwelling in the Metropolitan Area (CMA). The affordability gap is the difference between the required income to purchase a starter home (in a given year) and the average available household income.

Why is this Indicator Important?

The cost to purchase an average home in relation to the available household income provides a critical insight into the affordability of home ownership in the region. Households that are unable to afford ownership of an average starter home could: forego home ownership; settle for a cheaper alternative housing form in the region; or move out of the region to cheaper housing market. The goal of the RGS and RHAS is to ensure that all residents in the Capital Region have a reasonable choice of housing based on type, tenure, price and location.

How Are We Doing?

The average price of a starter home has more than doubled between 2000 and 2006, going from approximately \$250,000 to \$550,000. Over the same period the required income to obtain an average starter home went from \$77,000 to \$132,000, while the actual average income only rose from \$50,000 to \$64,000.

As of 2006, the gap between the required income to purchase a starter home and average income was nearly \$75,000, the largest difference since the records began in 2001. A dramatic fall in average economic family income* between 2005 and 2006 contributed to this large income gap.

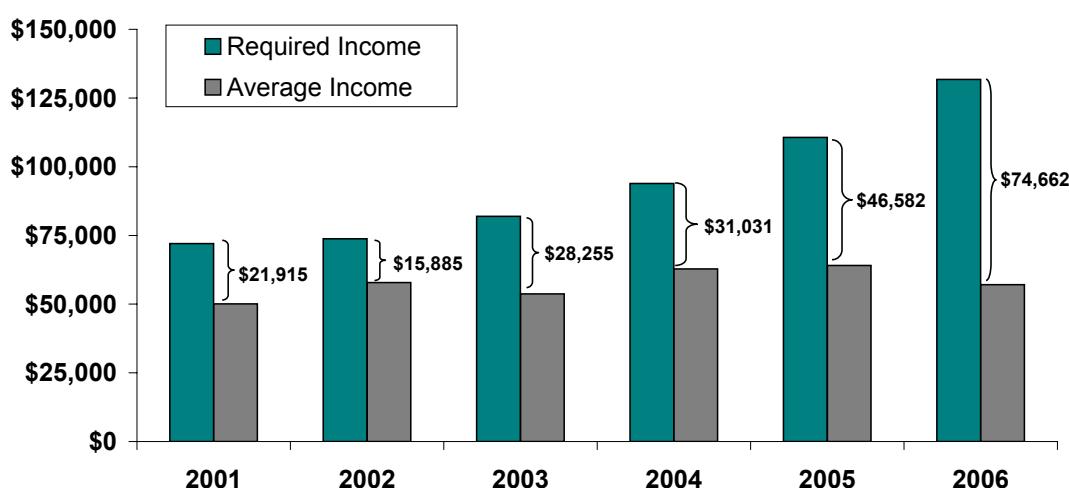
Note: All dollar values are expressed as 2005 constant dollars for a given year, thus they may differ from that of the 2005 monitoring report.

*The apparent reduction in average income can be attributed to sampling variability in the Statistics Canada, Survey of Labour and Income Dynamics.

Note: Due to the difficulty in identifying and defining the term: starter home, this indicator is being considered for re-design in following reports.

Source: CMHC; Statistics Canada, Census of Canada

**Required Income to Purchase an Average Starter Home in the Victoria CMA
as Compared to Average Income, 2000-2006**



IHA 3 Consumer Price Index for Shelter



What is Being Measured?

This indicator compares the Consumer Price Index (CPI) for shelter in the Victoria CMA with the CPI for shelter in B.C. in general. The CPI measures the percentage change in the cost of purchasing a particular set of goods (in this case shelter) over a specified period of time.

Why is this Indicator Important?

The Consumer Price Index demonstrates the changing costs of basic needs such as shelter over time. It is frequently used to estimate the change in purchasing power or market inflations. The CPI provides the RGS monitoring program with a provincially and nationally comparable measure based on the cost of shelter.

How Are We Doing?

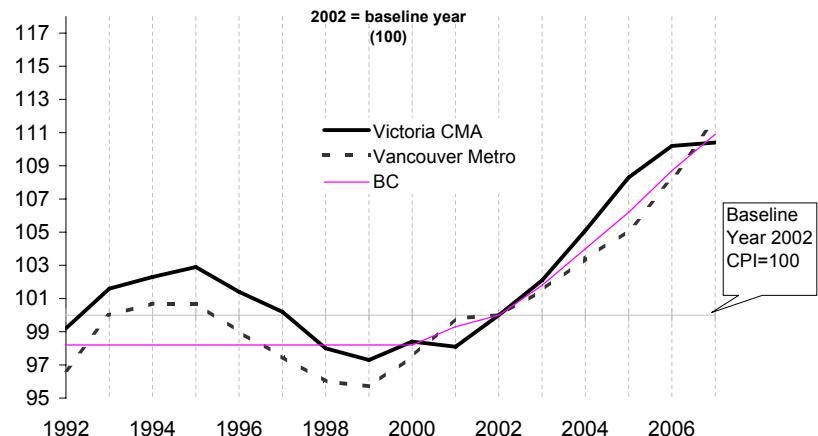
The CPI for shelter in Victoria is similar to the trend for the B.C. CPI for shelter. In the early 1990's the Victoria Consumer Price Index was well above the Provincial average, however after 1998, Victoria fell below the provincial index value of 98.2, before climbing back above it in 2002. Since then Victoria's CPI has continued to grow with the province's index, reaching 110.4 for shelter in 2007 converging with the provincial value of 110.9.

How Do We Compare?

The Canadian average CPI for shelter in 2007 is 111.5, while Vancouver came in at 111.8. Halifax and Ottawa-Gatineau were at 113.0 and 116.7 respectively in their CPI values for shelter.

Source: Statistics Canada, Consumer Price Index

Consumer Price Index - Shelter



IHA 4 Existing New Stock of Rental Units

What is Being Measured?

This indicator measures the number of existing and new rental units, including rented condo units, in the Victoria Census Metropolitan Area.

Why is this Indicator Important?

Rental units are a critical component of the Region's affordable housing stock. By tracking the rental stock and construction of new units the indicator can monitor this component of the RGS and RHAS.

Target

To achieve a 10% annual increase in the production of new rental units of all types by 2011.

How Are We Doing?

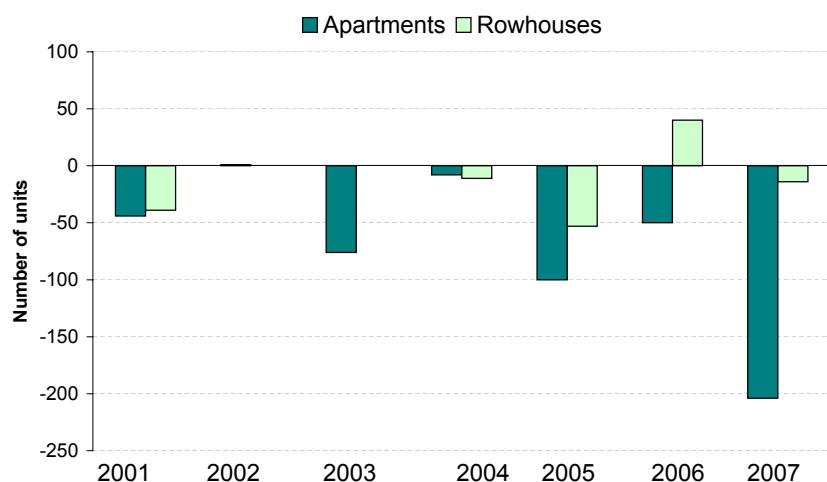
In 2007, there were a total of 24,069 existing apartments and rowhouses for rent in the Victoria CMA, nearly 500 units below the reported value in 2001.

In 2007, there was a larger than normal loss of marked rental apartment units (204 units) due to purchases made by B.C. Housing for conversion to affordable housing.

Roughly 50 of the 200 units were being converted from private rental stock to public housing stock under renovation at the time of the survey and will return to the market in the future. The remaining losses were due to conversion to small condominium developments (3 units/building) or conversion back to single family homes or duplexes. These housing types do not fall within the CMHC rental survey.



Net Number of Additional Residential Units Each Year



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

Rental Unit Vacancy Rate

What is Being Measured?

The indicator measures the rental vacancy rate in the Victoria CMA overtime. Rental Vacancy is a frontline issue on the region's political stage and a key issue in the RGS.

Why is this Indicator Important?

The rental vacancy rate is an indicator of housing supply and housing affordability in the region, it is affected by employment growth, income gains and migration levels which all drive the demand for rental and ownership housing. With the high cost of home ownership, demand for rental accommodation will remain strong.

How Are We Doing?

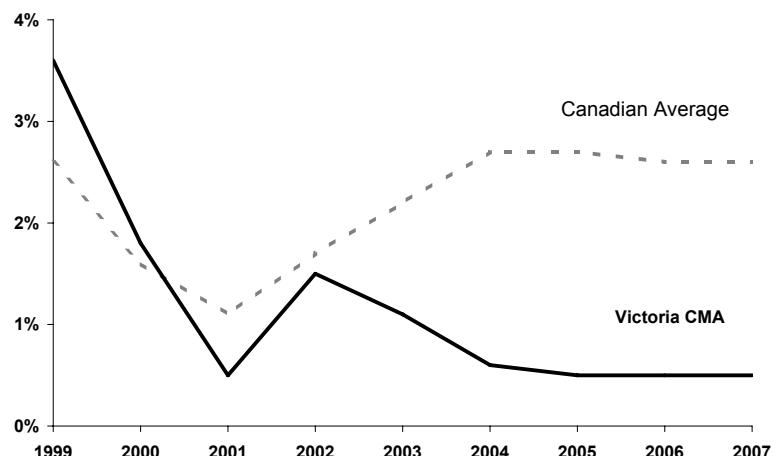
Since 2001, rental vacancy rates in the Victoria CMA have remained below the national average (calculated from 28 Canadian cities). This rate has further declined in recent years stabilizing at 0.5% in 2007 compared to the national average of 2.6% which is the lowest rate out of the 28 Canadian cities for the second year in a row.

How Are We Doing?

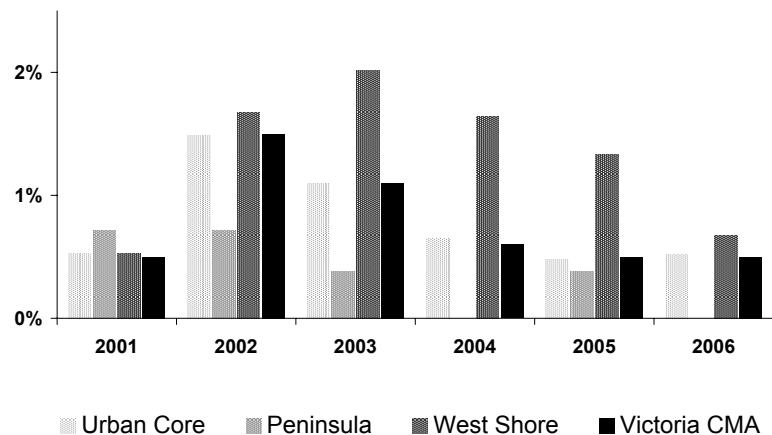
Victoria's rate of 0.5% is below that of Vancouver's rental vacancy rate of 0.7%, in a rental market renowned for being extremely tight.

Source: CMHC

Rental Vacancy Rate in Victoria CMA



Rental Vacancy Rate by Subregion



IHA 6 Observed Number of Homeless People in the Region

What is Being Measured?

This indicator measures the observed number of homeless people in the region. The first homeless count (baseline) was conducted on January 15, 2005, and the most recent survey was completed in February 5, 2007.

Why is this Indicator Important?

The Regional Housing Affordability Strategy (RHAS) recommends strategies to address the issue of homelessness in the region. One of the strategies of the RHAS is to expand the scope of the Victoria Homelessness Community Plan to the region as a whole, recognizing that homelessness is not a problem confined to one municipality within this region. Marshalling the resources of the regional community will provide greater effectiveness in plans to reduce homelessness and support the transition out of homelessness.

Target

To reduce the number of homeless people by 50% between 2005 and 2016.

How Are We Doing?

In 2005, the number of observed homeless people in the region was approximately 700 (this is considered a conservative estimate). The majority of those surveyed came from within the Greater Victoria area. In 2007, the number of observed homeless or nearly homeless was 1,242. Over half of the 1,242 people surveyed had been in unstable housing conditions for two years or longer.

The homelessness count used a different methodology in 2007 compared to 2005. The 2007 initiative was conducted over four days, with the actual enumeration taking place on one night with the addition of an in-depth questionnaire for 170 of 1,242 sampled. Both visibly homeless and precariously housed people were included due to the fact that the cycle between the two situations occurs rapidly.

Source: Victoria Cool Aid Society

ITC 1 Total and Per Capita Ridership

What is Being Measured?

This indicator measures the total and per capita number of transit trips per year within the Victoria CMA.

Why is this Indicator Important?

The RGS promotes a balanced and sustainable transportation system. Transit is a critical component of the regional transportation system and transit ridership is an important measure of the travel choices people are making. Per capita ridership measures allow the region and B.C. Transit to track trends over time and to compare ridership levels to other regions in North America.

How Are We Doing?

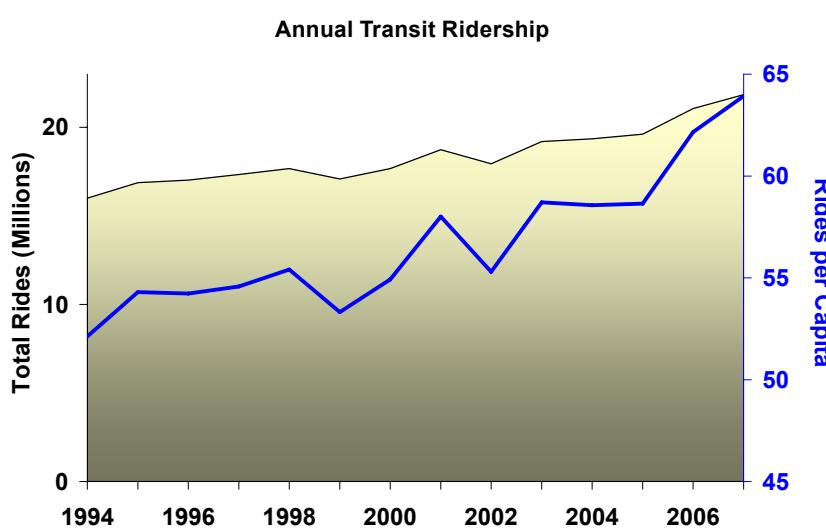
The total number of rides in 2006 rose to 21,054,690 from 19,612,722 in 2005. The rides per capita have grown significantly between 1994 and 2006, rising from 52.1 to 62.2. The total increase over the past few years is partially attributed to the introduction of the U-Pass.

How Do We Compare?

Compared to other benchmark CMA's Victoria had the highest annual transit ridership per capita at 58, with Halifax at 52 rides per capita, while London and Kitchener had 48.7 and 27.5 transit rides per capita respectively.

**These comparisons are based on data from the TAC Urban Transit Indicators – 3rd Survey.*

Source: BC Transit



ITC 2 Total and Per Capita Insured Passenger Vehicles

What is Being Measured?

This indicator measures the total and per capita number of insured passenger vehicles licensed in the Victoria Motor Vehicle District (as defined by ICBC).

Why is this Indicator Important?

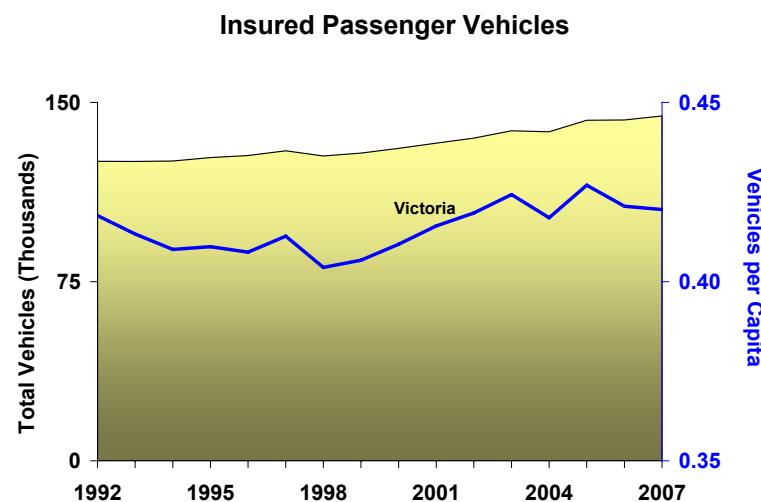
This indicator provides an idea of the market share of passenger vehicles and whether that value is changing over time, which would indicate a change in consumer behaviour. One of the objectives of developing compact communities is to reduce the need for car travel and reduce the need for multiple vehicles in a household. Tracking per capita car ownership provides an indication of auto use and auto dependency throughout the region.

How Are We Doing?

In 2007, there were 144,351 vehicles insured, or 0.420 vehicles per capita. Although the total number of vehicles continued to rise, the number of insured vehicles per capita fell between 2005 and 2007. Since the baseline year in 2001, the per capita number of vehicles grew from 0.416 to 0.427 in 2005, before falling back to the current level. The general trend of increasing vehicle ownership per capita shifted as of 2006, decreasing for two straight years, the last 2 year drop occurred between 1992 and 1994.

How Do We Compare?

In Metro Vancouver there were 0.61 cars registered per capita in 2006 after remaining at 0.60 for the previous 3 years.



Source: Metro Vancouver



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

What is Being Measured?

This indicator measures the percentage of journey-to-work trips by transportation mode in the Victoria CMA and the three sub-regions. It shows the diversity and balance of the transportation system within the region for commuter travel.

Why is this Indicator Important?

The RGS and the TravelChoices Strategy established policy direction and mode share targets for non-automotive travel choices. The intent of this policy direction is to encourage a large enough proportion of the population to commute by non-auto modes (walking, cycling and transit) that the projected population increase can be accommodated without having to significantly expand the road network. The journey-to-work mode share is important because it affects peak period travel and congestion levels.

Target

To achieve the following by 2026:

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

How Are We Doing?

Of the 157,000 employed persons in the Victoria CMA, 72% used a car, truck or van to commute to work (as a passenger or driver) in 2006, 10.2% used public transit; 10.4% walked and 5.7% cycled.

In the Urban Core (Victoria, Oak Bay, View Royal, Saanich and Esquimalt) 12.6% of trips to work were made using public transit; 12.6% walked to work and 7.1% cycled, and 2% used other modes. The Core continued to be the sub-region with the highest proportion of the population walking, cycling or taking public transit at 34% compared to 28% for the entire Victoria CMA.

The West Shore had the highest proportion of the population riding as passengers or drivers to work at 85.8%.

Source: Statistics Canada, 2006 Census of Canada

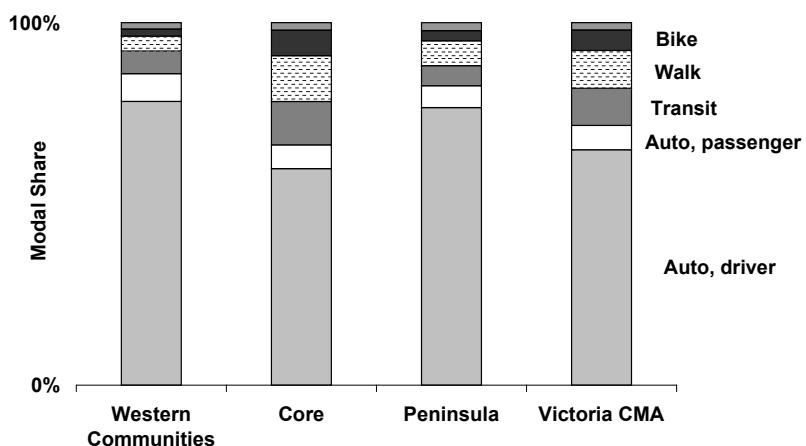
How Do We Compare?

The percentage of people in the Victoria CMA who are using a vehicle to commute to work has decreased from 73.3% in 2001 to 72% in 2006.

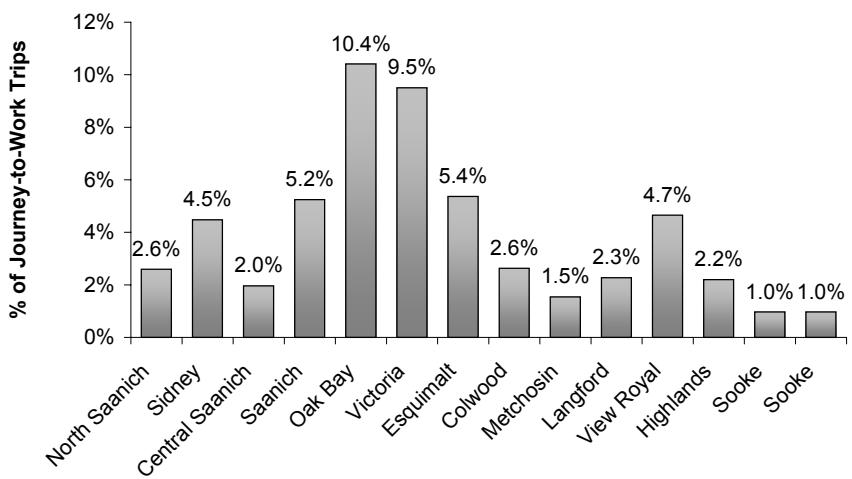
Victoria had the highest cycling mode share at 4.8% according to the 2001 Census. The second highest was Saskatoon at 2.5% followed by the remainder of the comparable CMA's. This illustrates Victoria's balanced transportation system and the level of automobile dependency.

Source: TAC

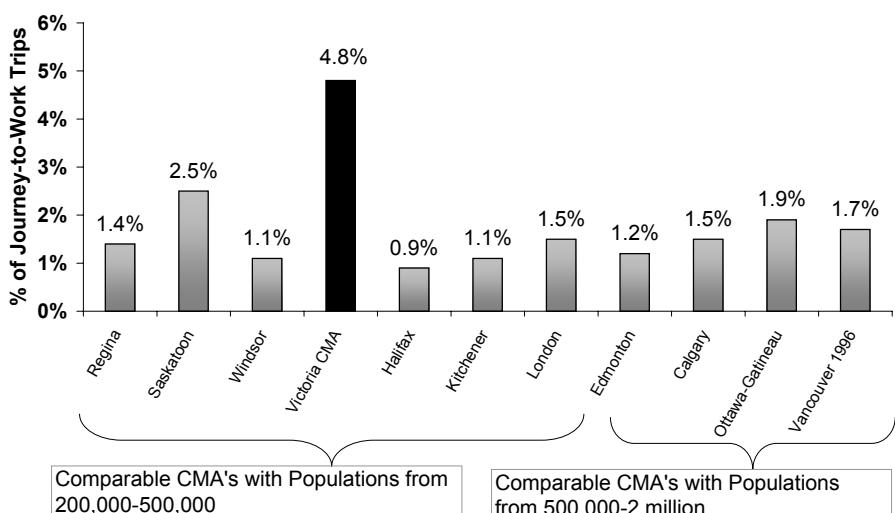
Journey to Work Mode Share by Subregion, 2006



Share of Journey to Work Trips Made by Bike from each Municipality, 2006



Bike Mode Share: Benchmark Comparison



ITC 4 Percentage Of All Trips by Mode



What is Being Measured?

This indicator measures the percentage of cycle, walk, transit and auto trips (within a 24 hour period on a typical weekday) for the Victoria CMA and the three sub-regions. This indicator differs from the previous indicator as it measures mode share for all trip purposes, not just commuting.

Why is this Indicator Important?

This indicator measures the travel choices people make for all trips in the course of a day. This measure provides an indication of land use and development patterns. Tracked over time, this indicator reveals if communities are becoming more walkable and transit-oriented.

Target

To achieve the following by 2026:

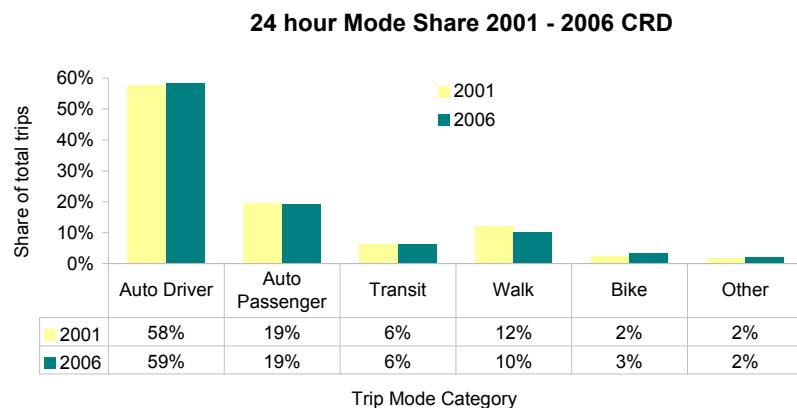
- A minimum pedestrian mode share of 15%
- A minimum transit mode share of 10%
- A minimum cycling mode share of 5%

How Are We Doing?

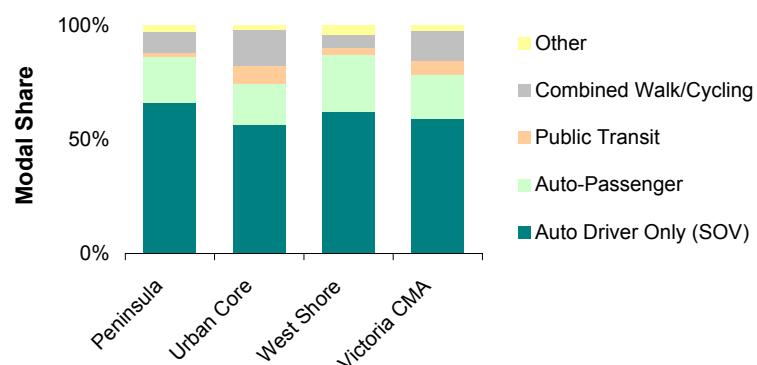
In 2006, there were a total of 1,190,187 trips made within the Victoria CMA. Auto driver and passenger trips accounted for 78%, while walking and cycling accounted for 13%. Transit trips have declined to 6% down from 7.5% in 2001. Of the total trips 2% were made by other modes of transportation. These figures show a different trend from the journey-to-work data. When all trip purposes are considered, auto use is increasing in the region.

The Urban Core had the highest proportion of trips by non-auto mode (such as walking, transit, or cycling) at 24%. The West Shore possessed the lowest proportion of non-auto related trips at 9% of the total.

Source: 2006 Origin/Destination Survey,
CRD Regional Planning



24 Hour Mode Share by Region 2006



ITC 5 Share of Trips by Primary Modes in PM Peak Period

What is Being Measured?

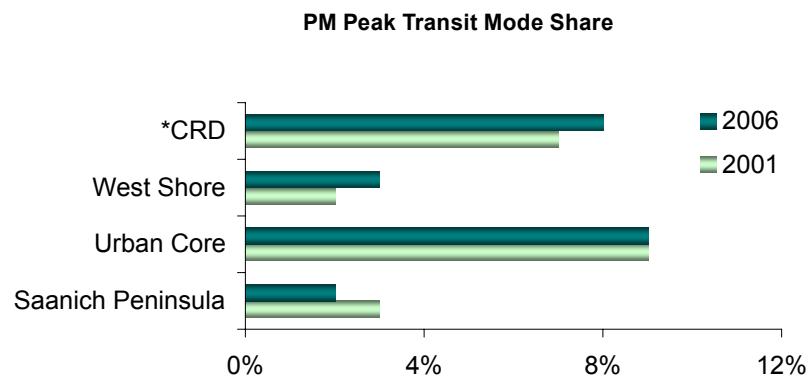
This indicator measures the proportion of trips made by primary modes (walking, cycling, transit and ride sharing) during the PM peak period (3:00 pm to 6:00 pm, weekdays). The trips measured are those made by modes other than single occupancy vehicle (SOV), where the only occupant in the vehicle is the driver.

Why is this Indicator Important?

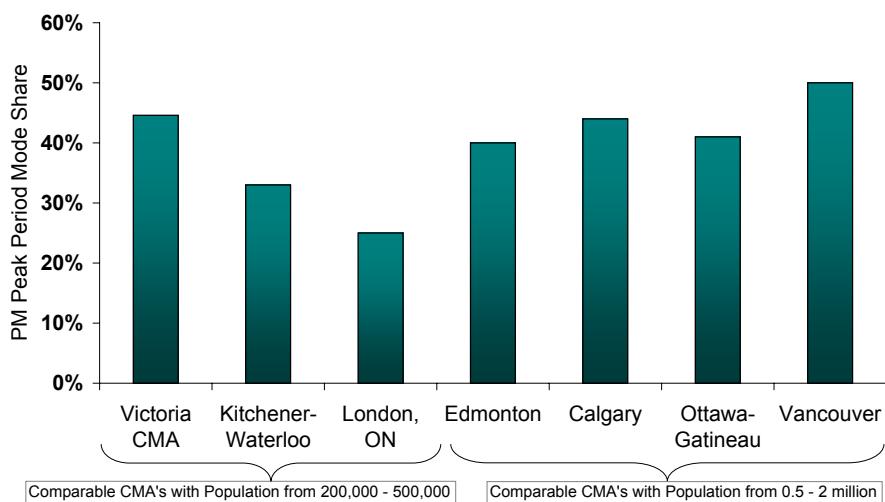
The RGS includes policy direction for increasing opportunities walking, cycling and transit in order to reduce the need to devote more land to arterial roads and parking.

How Are We Doing?

In 2006, 41.5% of all trips taken during the PM peak in the CRD* were made by primary modes of transportation modes. This represents a *decrease* from 42.6% in 2001.



Comparison of Non- SOV Mode Share with other Jurisdictions



*CRD, minus Saltspring Island and outer Gulf Islands.

ITC 6 Share of Non-Auto Trips Within the Central Business District

What is Being Measured?

This indicator measures the proportion of trips for all purposes to, from, and within Victoria's Central Business District (CBD) that are made by non-auto modes (walking, cycling and transit).

The RGS focuses on growth and transportation around and within major centres, the CBD is the largest major centre in the study area. This indicator uses the PM Peak period between 3:00 pm to 6:00 pm.

Why is this Indicator Important?

This indicator is an important measure of the walkability and transit-orientation of the region's major centres. The RGS identifies eight regional centres including the Metropolitan Core as mixed use areas with strong transit linkages. The Victoria Central Business District is a geographically-defined area within the Metropolitan Core and represents the region's main employment centre. This indicator provides a look at the "best case scenario" for centre development and its effect on travel behaviour.

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.

How Are We Doing?

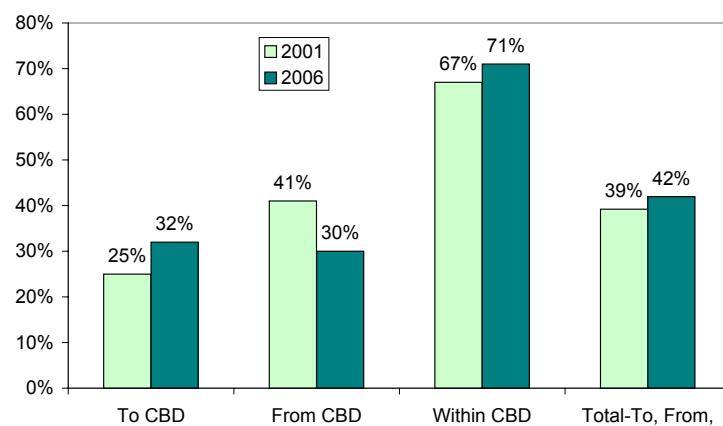
In 2006, 42% of the total PM trips to, from or within the CBD were made by non-auto modes, compared to 39.2% in 2001. This surpasses the target of 40% by 2026, a substantial increase from the 1996 value of 31%.

Source: Origin/Destination Household Travel Survey, CRD Regional Planning

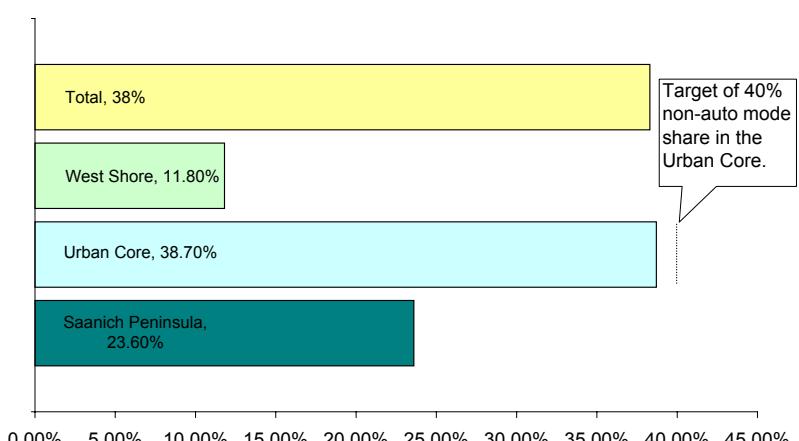
How Do We Compare?

Victoria had the highest mode share of transit, walking and cycling compared to the other Canadian CMA's with similar sized populations (250,000 to 500,000 people). The Victoria numbers were: 19.8% walking and cycling mode share and 19.4% transit share compared to Kitchener-Waterloo at 8% walking and cycling and 6% transit. London had 5% walking and cycling and 8% share of transit modes. Compared with midsize to larger CMAs (populations of 500,000 – 2 million) such as Vancouver, Calgary and Ottawa-Gatineau, Victoria continues to fare well. Vancouver's walking and cycling mode share was 25%, with a 23% transit mode share, while Calgary had 16% walking and cycling share and 17% transit. Ottawa-Gatineau had 14% walking cycling mode share and an 18% transit mode share. Larger urban areas ordinarily have higher transit mode shares compared to urban areas with smaller populations.

Non-Auto Mode Share for Trips to, from or within the Central Business District during PM Peak Period, Comparison



Non-Auto Mode Share for Trips to, from or within the Central Business District during PM Peak Period, 2006

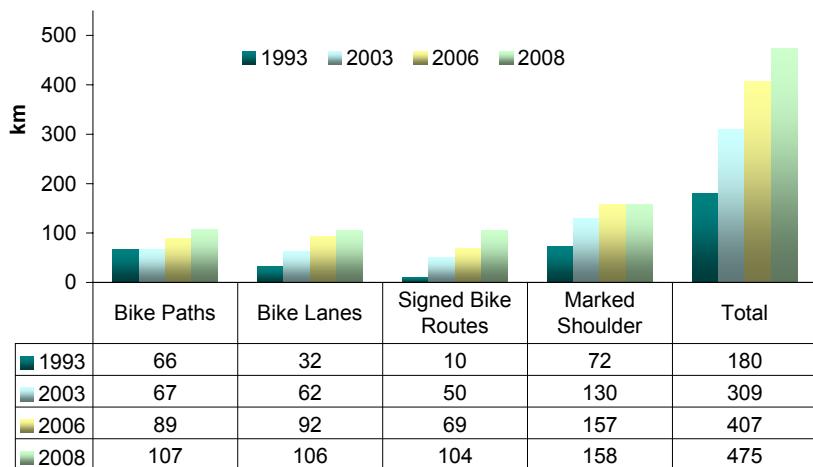


Source: TAC Urban Transportation Indicators Survey – 3rd Edition (2001)

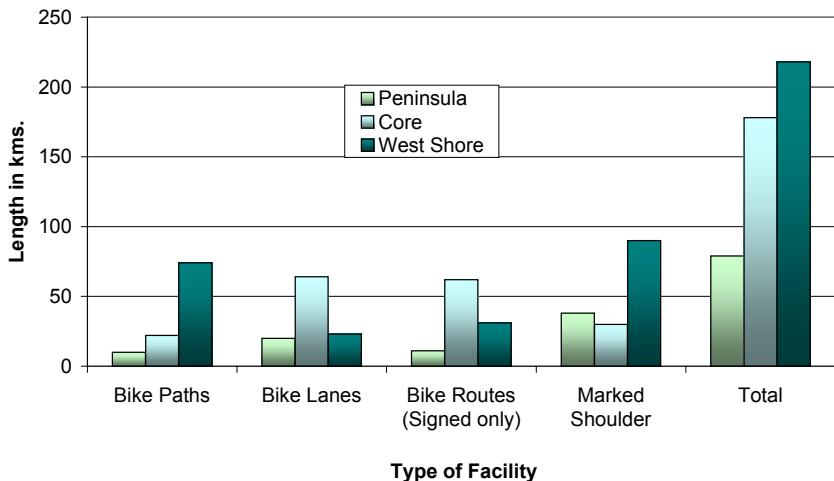
ITC 8 Length of Cycling Infrastructure



Length of Cycling Infrastructure by Facility Type



Length of Existing Cycling Network by Facility Type and Subregion, 2003



What is Being Measured?

This indicator measures the length of designated linear cycling infrastructure facilities, including multi-user separated pathways (e.g. the Galloping Goose and Lochside Trails), bike lanes, and signed bike routes. The extent of dedicated bikeways and trails is also an indicator of the level of commitment to cycling in the region.

Why is this Indicator Important?

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, along with the convenience of cycling in the region. Signed bike routes are generally the least effective but do provide an indication to motorists that there are cyclists who frequently use the bike route and also provide directional information for way-finding. Furthermore, this indicator also tracks the progress in realizing part of the region's TravelChoices Strategy vision (August 2003 Final Consultants Report) which is to develop a comprehensive system of bicycle facilities of over 550 km of on-street and off-street routes.

How Are We Doing?

In 2008, there was a total of 475 kilometres of cycling routes in the CRD comprising:

- 107 km of multi-user separated pathways (i.e. the Galloping Goose Trail)
- 106 km of bike lanes (Victoria CMA)
- 104 km of signed bike routes
- 158 km of marked shoulders for cyclists.

How Do We Compare?

The City of Calgary has approximately 260 km of on-street bikeways and 635 km of pathways connecting its parks and rivers, giving it the most extensive bikeway and pathway network in North America.

Source: Member Municipalities, CRD Regional Planning

ITC 9 Percentage of Dwelling Units Within Walking Distance of a Transit Stop

What is Being Measured?

This indicator measures the percentage of households (dwelling units) that are located within 400 metres (1/4 mile) of a transit stop. The RGS strongly supports linking land use and transportation throughout the development process.

Why is this Indicator Important?

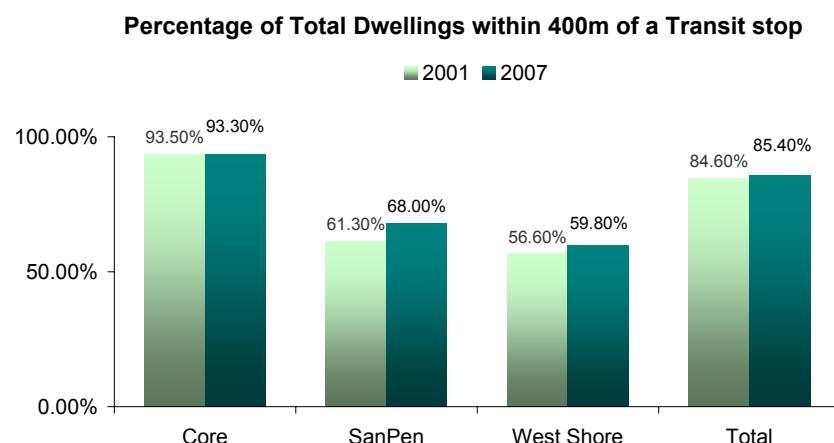
This indicator provides a broad-based measure of transit-orientation. Over time, this indicator provides insight on whether a minimal threshold of transit services to residential households is improving or not. 400 metres is generally accepted as the maximum distance people will walk for transit, people opt to drive.

How Are We Doing?

In 2006, of the approximately 152,300 dwelling units in the Victoria CMA 85% were within 400 metres of a transit stop. This is roughly the same value that was calculated using the 2004 transit stops and 2001 Census data. The Urban Core had the highest percentage (93%) while the West Shore had the lowest percentage (60%). The Saanich Peninsula saw the largest increase of dwellings within 400m of a transit stop shifting from 61% in 2004 to 68% 2006.

This indicator simply measures proximity to a transit stop; it does not measure the level or frequency of transit service associated with the stop so it provides an incomplete indication of transit-orientation.

**Values were recalculated for 2001, using 2004 Transit stops (with 2001 Census data) and for 2007 transit stops with 2006 Census data were used with a standard 400 metre buffer.*



Source: BC Transit, CRD Regional Planning



ITC 11 Average Travel Time on Key Routes

What is Being Measured?

This indicator measures the amount of auto congestion by timing auto travel between:

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

Why is this Indicator Important?

Congestion on major routes during peak periods can cause unnecessary idling resulting in greenhouse gas emissions and other air quality issues. By minimizing travel times these congestion situations can be avoided. However, if travel times by personal vehicle rise higher than that of a similar transit, cycling or walking trip more people will shift over to non-auto modes.

How Are We Doing?

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

SRE 1 Annual Unemployment Rate

What is Being Measured?

This indicator reports the annual unemployment rate within the Victoria CMA. New job growth and low unemployment are considered to be strong indications of a healthy economy.

Why is this Indicator Important?

The unemployment rate is an indicator that provides a key measure of the state of the regional economy. It also provides a consistent and comparable indication of the regional unemployment which can be benchmarked with past years and other regions. The lower the unemployment rate is the stronger a regional economy is considered to be.

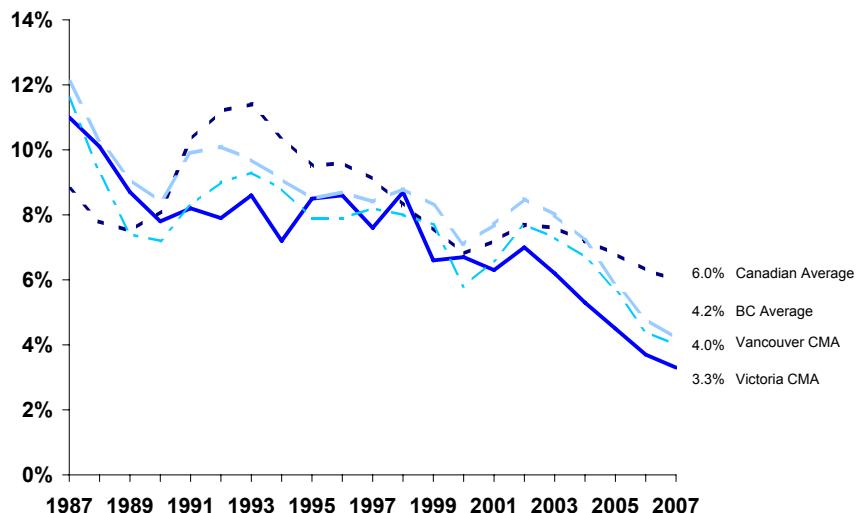
How Are We Doing?

In 2006, the Annual Unemployment Rate for the Victoria CMA fell to 3.7%, down from 4.5% in 2005. These numbers are well below the Unemployment Rate for Canada which continues to hover between 6%-7%. Victoria's Unemployment Rate was at its lowest value since 1987, when the unemployment rate was 11.0%.

How Do We Compare?

Victoria continues to have a relatively low Unemployment Rate compared to both the Canadian and B.C. averages of 6.0% and 4.2% respectively. Vancouver's Unemployment Rate for 2007 was 4.0%.

Annual Unemployment Rate, Victoria CMA, 2001-2007



Source: B.C. Stats

SRE 2 Share of Employment Growth Within the City of Victoria, Metropolitan Core, Subregions

What is Being Measured?

This indicator measures the distribution of employment growth in 5-year increments since the 2001 Census for the Victoria CMA, the City of Victoria, the three sub-regions and the Metropolitan Core. It also provides a measure of the percentage of employment growth occurring within the City of Victoria.

Why is this Indicator Important?

The RGS provides direction to enhance the Metropolitan Core as the economic heart of the region and ensure that the City of Victoria continues to attract a minimum share of the region's employment growth. The distribution of employment growth provides information on the overall distribution of growth

in the region and provides a broad-based measure of the extent to which the regional centres are attracting employment growth. The location and distribution of employment also affects travel behaviour and mode choice opportunities.

Target

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

How Are We Doing?

The City of Victoria is losing ground to other areas with respect to attracting new employment growth. The region attracted an additional 15,920 jobs between 2001 and 2006. The City of Victoria attracted only 13% of that growth, whereas the West Shore attracted 26% of the growth in employment.

The share of employment contained within the City of Victoria in 2006 was 43% of the total for the Victoria CMA, 4% lower than in 2001 despite an increase of 2,060 jobs. The West Shore saw an increase of 1%, increasing their overall share to 9% or 2,865 new jobs.

The Saanich Peninsula maintained its 11% share while adding 1,420 jobs to the sub-region.

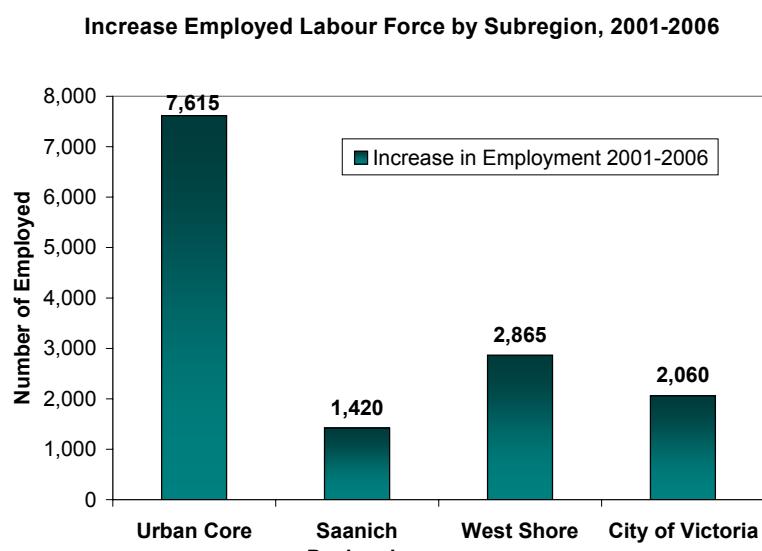
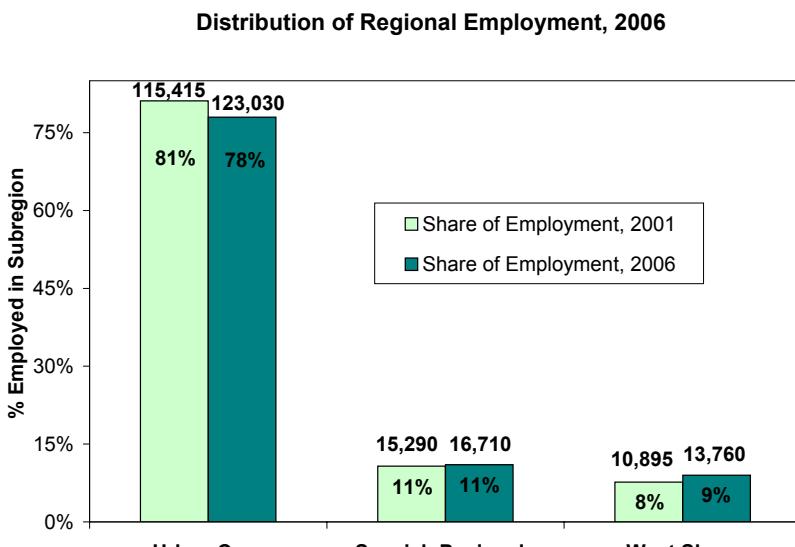
Note: Sub-Regional percentages will not sum to 100% due to published values for the Victoria CMA including First Nations Reserves.

Source: Statistics of Canada, Census of Canada

How Do We Compare?

Halifax contains 46% of its employment in the central urban area, the highest of all CMAs in Canada followed by Victoria at 32%. Regina contains 22% and Windsor 15% within their central areas. In the mid size to larger CMAs (populations between 500,000 and 2 million) Vancouver, Calgary and Ottawa-Gatineau contain 25%, 27% and 27% respectively within their central areas.

Source: Transportation Association of Canada, Urban Transportation Indicators Survey – 3rd Edition



SRE 4 Employment by Status

What is Being Measured?

This indicator reports out on the employment change by work activity that is (a) full-time vs. part time and (b) full year vs. part year. Full-time work activity is defined by persons who worked for pay or in self employment and worked 30 hours or more per week, compared to part-time which is defined as persons who worked for pay or in self employment and worked between 1 and 29 hours per week.

Why is this Indicator Important?

This indicator provides a measure of economic health and sustainability. The extent to which new employment growth is made up of full time or part time jobs affects income levels, affordability, and mobility.

How Are We Doing?

The difference between full-time and part-time employment in Victoria continues to fluctuate. In 2005, the split between full-time and part-time work was the same as in 2001, with 73% of the employed labour working full-time and 27% working part-time.

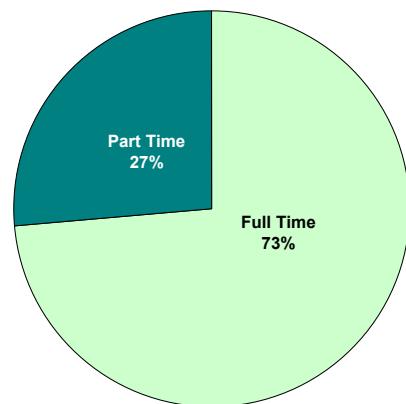
The part-year (seasonal) versus full-year employment proportions changed slightly, in the same time period, the percentage working part-year (1-48 weeks) dropped slightly to 38% from 39%, while full-year employment (49-52 weeks) increased by one to 62%.

How Do We Compare?

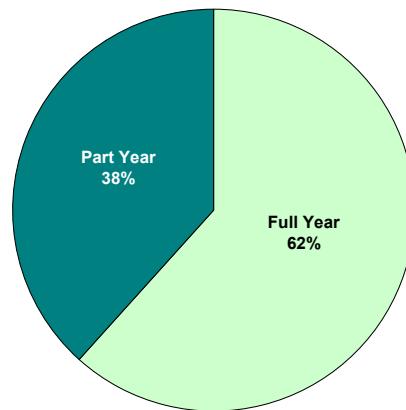
Victoria has highest percentage of persons who worked mostly part-time in 2005, and the lowest percentage of persons who worked mostly full time compared to the three other benchmark CMAs. Halifax had the highest proportion of persons working mostly full-time at 78.4% followed closely by Kitchener at 78%. Halifax had the lowest percentage of part-time workers at 21.6% followed by Kitchener at 22%. London had 76% of its total workers working mostly full time and 24% working mostly part time.

Source: Statistics of Canada, Census of Canada

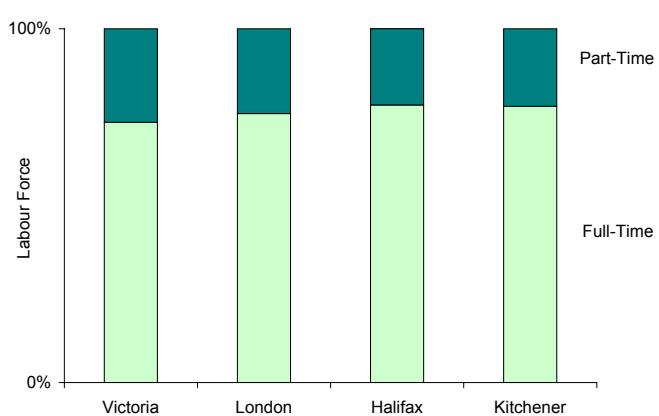
**Employment by Full-time and Part-time Status
Victoria CMA, 2001**



**Employment by Full-year and Part-year Status
Victoria CMA, 2005**



Part/Full Time Employment Split in Similar Jurisdictions



SRE 6 Number of Businesses by Size of Firm

What is Being Measured?

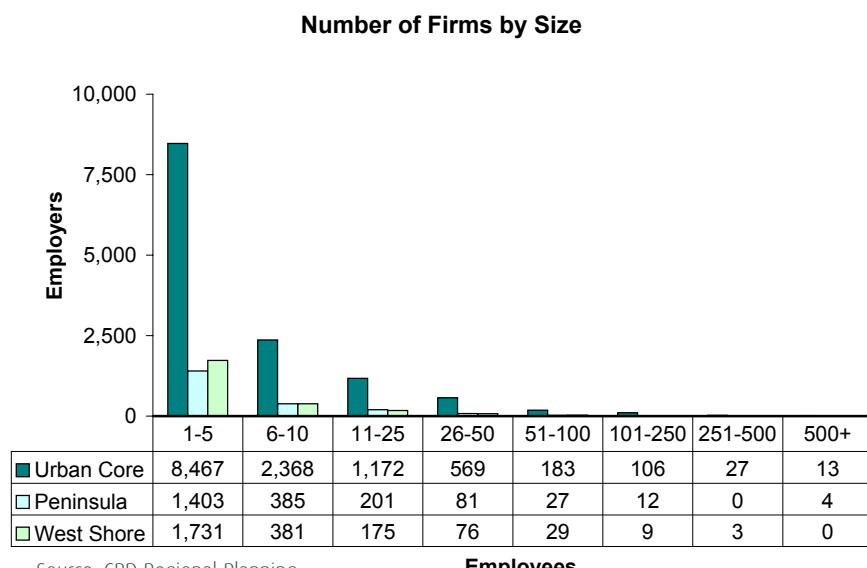
This indicator measures the number of businesses by size of firm (the number of employees employed by the firm in the GMPA by sub-region). Small business development is widely considered to be a key indicator of economic diversity.

Why is this Indicator Important?

This indicator is important in tracking the size and location of firms within municipalities in the sub-regions overtime. The size of businesses will allow for the analysis of changes in size of businesses as a result of economic, technological or cultural changes. Small businesses also diversify the economy and provide jobs, supporting two quality of life issues outlined in the RGS.

How Are We Doing?

In the GMPA, approximately 85% of businesses employ 10 people or less, with the majority located within the urban core.



SRE 7 Household Income Distribution

What is Being Measured?

This indicator measures the average annual household income of the region for a given calendar year. The average household income and the distribution of income is an indicator of regional economic strength and equity.

Why is this Indicator Important?

This is an indicator of economic and social sustainability. It measures the distribution and level of household income in the region.

How Are We Doing?

As of 2006, 85% of the households in the Victoria CMA have an income over \$20,000, up from 80% in 2000. There has been a marked decrease in the percentage of households in the lower income classifications in the Victoria CMA between 2000 and 2005.

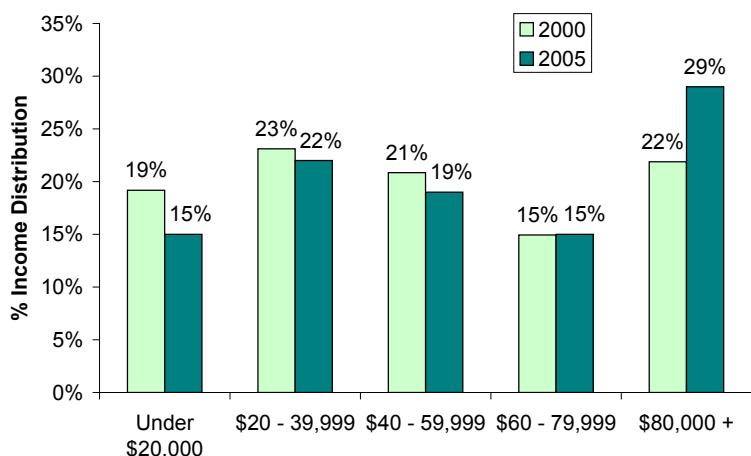
The percentage of households with an income under \$20,000 decreased by 4% between 2000 and 2005, while households earning \$20,000-\$39,999 decreased by 1% over the same time period. Middle Income households remained stable while high income households rose significantly, increasing 7% in the \$80,000+ group.

How Do We Compare?

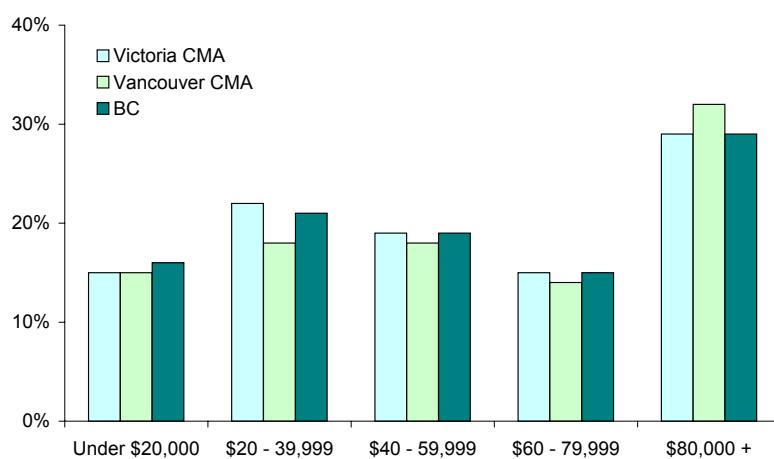
The Victoria CMA's Income Distribution remains close to the B.C. average, whereas the Vancouver CMA has the largest number of households earning \$80,000+ out of the three benchmark comparisons. Victoria had the highest number of \$20,000- \$39,999 households, while matching the B.C. average in the three largest income distribution classifications.

Source: Statistics of Canada, Census of Canada

Household Income Distribution, 2005



Distribution of Household Income in Victoria CMA, Vancouver CMA and BC, 2005



SRE 8 Persons in Low-Income Constraint

What is Being Measured?

This indicator measures the number of persons in private households whose income falls below Statistics Canada's Low Income Cut-Off (LICO). LICOs are income levels at which families or unattached individuals spread more than 70% of their income to obtain food, shelter and clothing.

Why is this Indicator Important?

This indicator measures overall prevalence of low income in the region using a standard which is consistent and comparable over time. This is not a measure of poverty; it is an indicator that measures the extent to which some persons are less well-off in terms of income. This information is particularly relevant to housing affordability issues.

How Are We Doing?

The number of low income earners has decreased from approximately 43,290 or 14.4% of persons in private households to 41,795, or 13.2% between 2001 and 2006.

Source: Statistics Canada, 2006 Census.

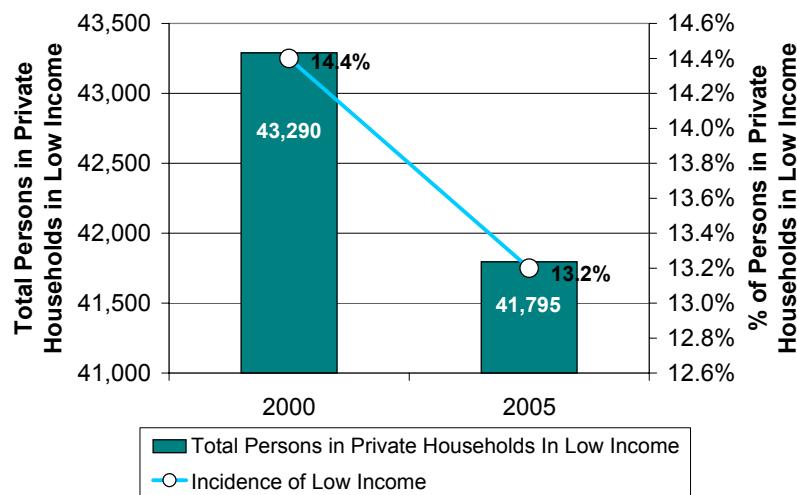
Note: LICO cannot be interpreted as a measure of poverty, however, it is a consistent methodology that identifies those who are worse off than average. This data is taken from 2000, and 2005, the calendar year prior to the census year.

How Do We Compare?

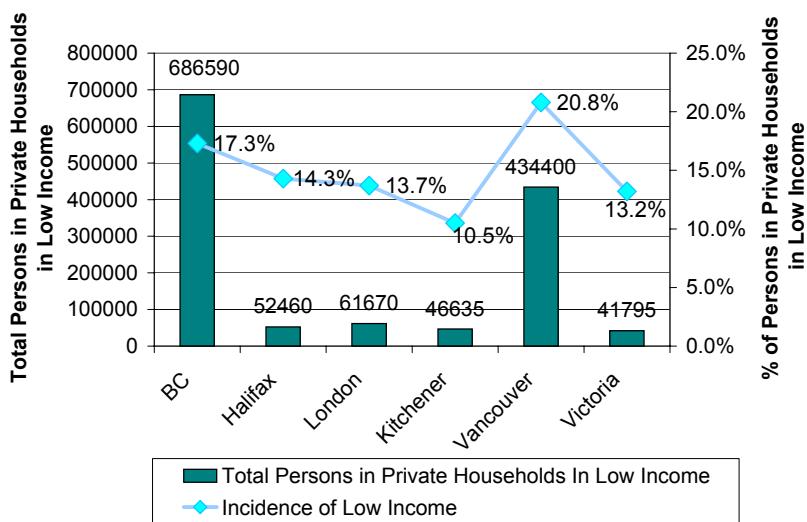
The prevalence of persons in low income constraint is comparatively low in the Victoria CMA at 13.2%. This is the 2nd lowest percentage compared to our benchmark CMAs. Kitchener has 10.5% of its private households in low income while London is at 13.7% and Halifax has 14.3%. Vancouver has a much larger share in low income, 20.8% or 434,400 private households are under low income constraints. The B.C. average is 17.3 %.

Source: Statistics of Canada, Census of Canada

Incidence of Low Income among Persons in Private Households, Victoria CMA, 2005



Incidence of Low Income in Similar Jurisdictions among Persons in Private Households, Victoria CMA, 2005



V Conclusions

The findings of the State of the Region Report reveal a number of issues that should be addressed as part of the RGS 5-year review. Of particular concern is the Regional Urban Containment and Servicing Policy Area (RUCSPA) and its associated policies and provisions. The intent of the regional containment boundary should be clarified in the RGS and the approaches needed to reduce sprawl development and inefficient servicing patterns should be enhanced. The 5-year review provides an opportunity to improve the linkages between the RGS objectives and the provincial climate change objectives and other emerging policy directions.

Other areas that require additional consideration and policy enhancement in the RGS include:

- Housing affordability – to better reflect affordability issues and move forward from the Regional Housing Affordability Strategy
- Unprotected Greenspace Policy – needs to be better defined in the RGS.
- Resource Lands Policy – needs to be enhanced and better reflect the regional and local priorities pertaining to forest land, food lands, and protection and utilization of natural assets.
- Regional sustainability and climate change. The RGS recognizes the significance of moving toward sustainability and addressing climate change – but policy direction and initiatives need to be further developed.

The RGS monitoring program will also be re-assessed as part of the 5-year review. Some indicators need to be reconsidered to ensure that they are accurate, meaningful and comparable over time. Subsequent reports should take advantage of existing bench marking reports that will measure our results against similar regions in the province and across the country.

For More Information

For more information on regional planning, transportation, housing, regional statistics and copies of reports, please refer to the CRD web site:
www.crd.bc.ca/regionalplanning

For more information on the Regional Growth Strategy (RGS), please contact:
Tracy Corbett, Senior Manager
CRD Regional Planning
250-360-3244
tcorbett@crd.bc.ca

For more information on regional data and demographics, please contact:
Ian Faris, Research Analyst
250-360-3161
ifaris@crd.bc.ca

Glossary of Terms

Agricultural Land Reserve (ALR): a provincial land-use zone in which agriculture is recognized as the priority use. Farming is encouraged and non-agricultural uses are controlled. The ALR takes precedence over, but does not replace other legislation and bylaws that may apply to the land.

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.

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

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

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

Major Centres: refers to the eight areas defined in the RGS for concentration of new residential and employment growth. The designated centers include: Langford Town Centre, Colwood Corners, Tillicum Mall (Saanich), Town & Country Mall/Mayfair Mall (Saanich/Victoria), Hillside Mall (Saanich/Victoria), University Heights Mall (Saanich), Royal Oak (Saanich), Sidney Town Centre.

Metropolitan Core (Metro Core): refers to the City of Victoria area comprised of the area within 1,000 metres of the intersection of Douglas and View Streets.

Net new dwelling units: refers to new housing completions less demolitions.

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

Primary Mode: This refers to the travel modes of cycling, walking, transit and ride-sharing.

Peninsula: This sub-region includes the municipalities of North Saanich, Central Saanich and Sidney.

Regional Context Statement: forms a portion of a municipal Official Community Plan that sets out the relationship between the Regional Growth Strategy and the municipal plan. This statement is prepared by the municipality and is referred to the regional district for acceptance.

Regional Growth Strategy (RGS): a local government strategic plan to promote human settlement that is socially, economically and environmentally healthy and makes efficient use of public facilities, land and other resources. An RGS gives long-term planning direction to regional district and municipal official community plans and provides a basis for decisions regarding implementation of provincial programs in the area. A RGS is initiated, prepared and enacted by a regional district with the full involvement of its member municipalities, provincial agencies and others.

The RGS for the Capital Region includes 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 Reserve (ALR), the (previous) 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 (August 2003) designated in Official Community Plans for rural and rural residential purposes.

Sea-to Sea Green/Blue Belt: A band of watersheds running between Saanich Inlet and Sooke Basin that is currently or proposed for protection by the Regional Green/Blue Space Strategy, including major parks and CRD Water lands.

Sub-regions: The RGS sub-regions consist of the Urban Core, Peninsula, and West Shore.

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

Urban Core: Includes the municipalities of Victoria, Saanich, Esquimalt, View Royal and Oak Bay.

Victoria Census Metropolitan Area (Victoria CMA): This is a Statistics Canada census geography which includes the three sub-regions of the CRD and a part of the Juan de Fuca Electoral area. It excludes much of the resource lands within the JDF as well as Port Renfrew.

West Shore: Includes the municipalities of Colwood, Langford, Highlands, Metchosin, Sooke and part of the Juan de Fuca Electoral Area.

List of Acronyms

ALR: Agricultural Land Reserve

BCAA: BC Assessment Authority

CRD: Capital Regional District

GMPA: Growth Management Planning Area

OCP: Official Community Plan

RGS: Regional Growth Strategy

RPS: Regional Planning Services

CMA: Census Metropolitan Area

RUCSPA: Regional Urban Containment and Servicing Area Boundary