



Notice of Meeting and Meeting Agenda Planning and Protective Services Committee

Wednesday, June 24, 2026

1:30 PM

6th Floor Boardroom
625 Fisgard St.
Victoria, BC V8W 1R7

Z. de Vries (Chair), D. Thompson (Vice Chair), P. Jones, M. Little, Alt. M. Wagner, A. Wickheim,
K. Williams, R. Windsor, C. McNeil-Smith (Board Chair, ex officio)

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

1. Territorial Acknowledgement

2. Approval of Agenda

3. Adoption of Minutes

- 3.1. [26-0759](#) Minutes of the Planning and Protective Services Committee Meeting of February 25, 2026

Recommendation: That the minutes of the Planning and Protective Services Committee meeting of February 25, 2026 be adopted as circulated.

Attachments: [Minutes: February 25, 2026](#)

4. Chair's Remarks

5. Presentations

- 5.1. [26-0776](#) Presentation: Andrew Devlin, Principal, Access Planning; Re: Aligning Regional Transportation and Growth Planning

Attachments: [Presentation: Aligning Regional Transportation & Growth Planning](#)

6. Delegations

The public are welcome to attend CRD meetings in-person.

Delegations will have the option to participate electronically. Please complete the online application at www.crd.ca/address no later than 4:30 pm two days before the meeting and staff will respond with details.

Alternatively, you may email your comments on an agenda item to the CRD Board at crdboard@crd.bc.ca.

7. Committee Business

7.1. [26-0598](#) Aligning Regional Transportation and Growth Planning

Recommendation: [At the June 10, 2026 CRD Board meeting, the recommendation was carried and referred to the next meeting of the Planning and Protective Services Committee for information.]

There is no recommendation. This report is for information only.

Attachments: [Staff Report: Aligning Regional Transportation & Growth Planning](#)

7.2. [26-0696](#) Regional Growth Strategy Update

Recommendation: The Planning and Protective Services Committee recommends to the Capital Regional District Board:
That the Capital Regional District Board direct staff to initiate an update of the Regional Growth Strategy starting in Q1 2027, informed by the analysis summarized in this report.

Attachments: [Staff Report: Regional Growth Strategy Update](#)
[Appendix A: Growth and Mobility Study](#)
[Appendix B: Population Projection Analysis](#)
[Appendix C: Legislative and Municipal Policy Summary](#)

7.3. [26-0695](#) Regional Context Statement Alignment Review - Town of View Royal

Recommendation: The Planning and Protective Services Committee recommends to the Capital Regional District Board:
That the Town of View Royal Regional Context Statement be considered in relation to the 2018 Regional Growth Strategy (Bylaw No. 4017) and be accepted in accordance with the requirements of section 448 of the Local Government Act.

Attachments: [Staff Report: RCS Alignment Review - Town of View Royal](#)
[Appendix A: Town of View Royal Draft Regional Context Statement](#)
[Appendix B: Regional Context Statement Evaluation](#)

7.4. [26-0703](#) Previous Minutes of Other CRD Committees and Commissions for Information

Recommendation: There is no recommendation. The following minutes are for information only:
a) Development and Planning Advisory Committee minutes of March 2, 2026
b) Regional Emergency Coordinators Advisory Commission minutes of February 12, 2026

Attachments: [Minutes: Development & Planning Advisory Cttee - Mar 2, 2026](#)
[Minutes: Reg'l Emergency Coord Advisory Commiss - Feb 12, 2026](#)

8. Notice(s) of Motion

9. New Business

10. Adjournment

There are no more scheduled meetings for 2026.

Meeting Minutes

Planning and Protective Services Committee

Wednesday, February 25, 2026

1:30 PM

6th Floor Boardroom
625 Fisgard St.
Victoria, BC V8W 1R7

PRESENT:

Directors: D. Thompson (Vice Chair), P. Jones, M. Little, M. Wagner (for L. Szpak) (EP),
A. Wickheim (EP), K. Williams, C. McNeil-Smith (Board Chair, ex-officio)

STAFF: T. Robbins, Chief Administrative Officer; A. Fraser, General Manager, Infrastructure and Water Services; L. Jones, General Manager, Parks, Recreation and Environmental Services; K. Lorette, General Manager, Housing, Planning and Protective Services; P. Klassen, Senior Manager, Regional Planning and Transportation; M. MacIntyre, Senior Manager, Regional Parks (EP); R. Tooke, Senior Manager, Environmental Innovation; M. Tromp Hoover, Manager, Environmental Resource Management Policy and Planning; M. Lagoa, Deputy Corporate Officer/Senior Manager, Legislative Services; M. Miklea, Deputy Corporate Officer/Manager, Legislative Services; J. Ives, Committee Clerk (Recorder)

EP - Electronic Participation

Regrets: Directors Z. de Vries and R. Windsor

The meeting was called to order at 1:30 pm.

1. Territorial Acknowledgement

Director Little provided a Territorial Acknowledgement.

2. Approval of Agenda

MOVED by Director Little, **SECONDED** by Director Jones,
That the agenda for the Planning and Protective Services Committee meeting of
February 25, 2026 be approved.
CARRIED

3. Adoption of Minutes

- 3.1. [26-0208](#) Minutes of the Planning and Protective Services Committee meetings of
May 28, 2025 and September 17, 2025

MOVED by Director Little, **SECONDED** by Director Jones,
That the minutes of the Planning and Protective Services Committee meetings of
May 28, 2025 and September 17, 2025 be adopted as circulated.
CARRIED

4. Chair's Remarks

Chair Thompson remarked that a number of Committee members and staff were wearing pink in recognition of Pink Shirt Day. Started in 2007 by high school students in Nova Scotia, Pink Shirt Day provides an opportunity to stand together against bullying and champion kindness and inclusivity.

5. Presentations/Delegations

There were no presentations or delegations.

6. Committee Business

6.1. [26-0108](#) 2026 Planning and Protective Services Committee Terms of Reference

K. Lorette presented Item 6.1 for information.

6.2. [26-0118](#) Regional Growth Strategy Indicators Report

K. Lorette presented Item 6.2. for information.

M. Wagner joined the meeting electronically at 1:40 pm.

Discussion ensued regarding:

- increases in water consumption in line with population growth
- the significant number of CRD housing development projects underway and planned for the next four years despite the discontinuation of provincial funding
- the need to work closely with the Province and advocate for the reinstatement of the Community Housing Fund
- how municipalities can leverage land use authority, development approval processes and any available municipal funding to attract affordable housing developments to their communities
- the impact on various in-stream municipal housing development projects as a result of the discontinuation of provincial funding
- how the food systems indicator in the Regional Growth Strategy relies on cyclical data gathered in the Canada census
- the opportunity for future expansion of the Regional Foodlands Access Service and alignment with the Regional Food and Agriculture Strategy as a means of advancing food security in the region

- 6.3. [26-0119](#) Consideration of Regional Growth Strategy Consistency: Zoning Bylaw & Official Community Plan Amendment Application for Lot A, District Lot 87, Renfrew District, Plan VIP85195; PID: 027-547-680

K. Lorette spoke to Item 6.3.

Discussion ensued regarding:

- definitions of rural form, density and character as they apply to the Regional Growth Strategy (RGS)
- how the Zoning Bylaw & Official Community Plan Amendment Application under consideration makes no request for connection to municipal or regional services, with both an onsite well and onsite septic system planned for water and wastewater
- the process whereby the Juan de Fuca Land Use Committee makes recommendations on zoning and Official Community Plan amendments and how such a request triggers consideration by the Planning and Protective Services Committee and CRD Board
- how the RGS does not prescribe minimum lot sizes or densities with regards to land use

MOVED by Director Wickheim, SECONDED by Director Little,

The Planning and Protective Services Committee recommends to the Capital Regional District Board:

That proposed Bylaw No. 4705, "Shirley - Jordan River Official Community Plan Bylaw No. 5, 2018, Amendment Bylaw No. 3, 2025"; and proposed Bylaw No. 4706, "Juan de Fuca Land Use Bylaw, 1992, Amendment Bylaw No. 168, 2025" be considered in relation to the 2018 Regional Growth Strategy (Bylaw No. 4017) and be accepted in accordance with the requirements of section 445 of the Local Government Act.

CARRIED

6.4. [26-0164](#) Previous Minutes of Other CRD Committees and Commissions for Information

K. Lorette presented Item 6.4.

The following minutes were received for information:

- a) Development and Planning Advisory Committee minutes of October 20, 2025
- b) Local Government Emergency Program Advisory Commission minutes of January 23, 2025
- c) Local Government Emergency Program Advisory Commission minutes of March 27, 2025
- d) Local Government Emergency Program Advisory Commission minutes of May 22, 2025
- e) Local Government Emergency Program Advisory Commission minutes of July 24, 2025
- f) Local Government Emergency Program Advisory Commission minutes of September 18, 2025
- g) Regional Emergency Coordinators Advisory Commission minutes of May 2, 2024
- h) Regional Emergency Coordinators Advisory Commission minutes of September 5, 2024
- i) Regional Emergency Coordinators Advisory Commission minutes of November 7, 2024
- j) Regional Emergency Coordinators Advisory Commission minutes of February 6, 2025
- k) Regional Emergency Coordinators Advisory Commission minutes of May 15, 2025
- l) Regional Emergency Coordinators Advisory Commission minutes of August 14, 2025

7. Notice(s) of Motion

There were no notices of motion.

8. New Business

There was no new business.

9. Adjournment

MOVED by Director Little, **SECONDED** by Director Jones,
That the Planning and Protective Services Committee meeting of February 25,
2026 be adjourned at 2:14 pm.
CARRIED

Chair

Recorder

Capital Regional District Regional Transportation Plan Update

June 25, 2026

**MOVING
TOGETHER** 
REGIONAL TRANSPORTATION PLAN

ACCESS.



 McElhanney

CRD



What the Capital Region's Regional Transportation Plan update will do



Refreshing goals and priorities to reflect current values, needs, and regional pressures.



Identifying actions, programs, and services the new Regional Transportation Service can do and deliver.



Creating a basis for deciding where limited funding and effort should go.



Looking at governance, tools, and funding needed to make implementation possible.

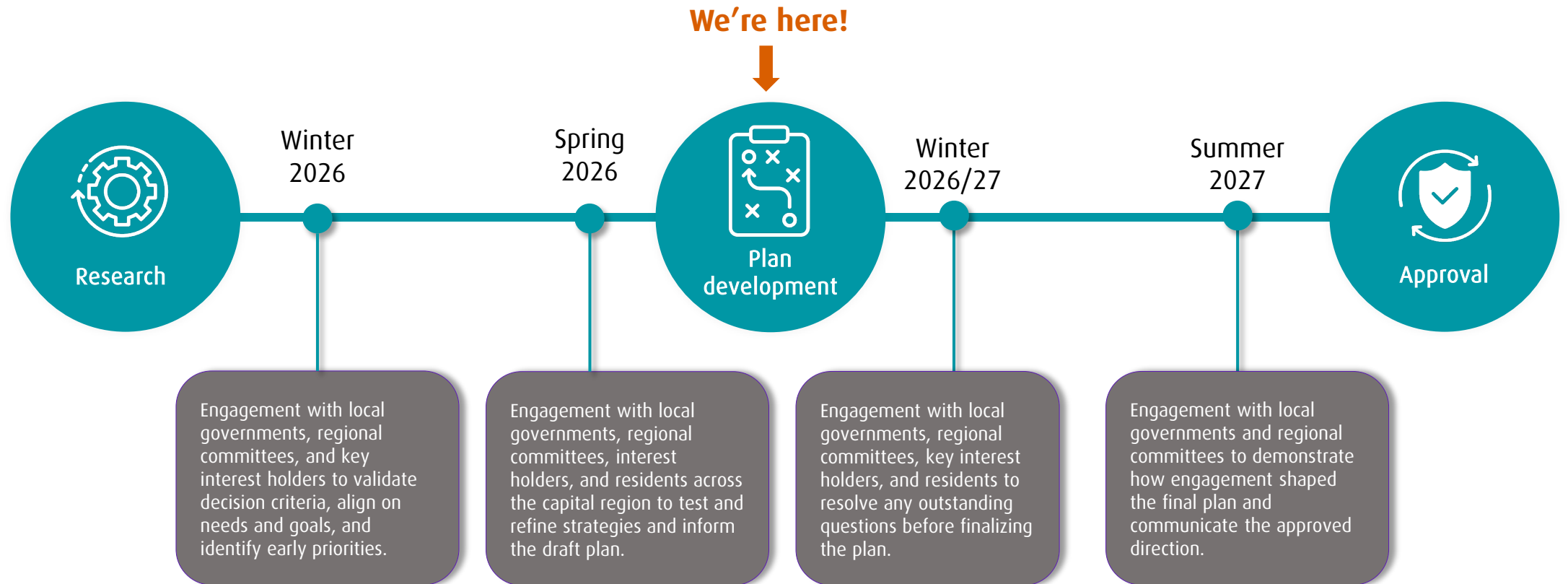
Why a new plan is needed now

If we do nothing, vehicle trips across the region are projected to increase by 105,000 trips per day by 2045.

- Coordination & decision-making complexity
- Growth & land use pressures
- Gaps in mobility choices
- Inconsistent regional experience
- Stagnant transit mode share



How are we developing the new plan?



What's included in the plan?



Updated vision, goals, and targets for the regional transportation system.



A refined Regional Multi-Modal Network to identify regionally significant corridors and their roles.



A set of strategies focused on corridors, service delivery, demand management, and investment priorities.



An implementation approach covering actions, sequencing, governance, and funding.



An updated Regional Multimodal Network will be a core tool in the new plan

- ❑ It identifies the region's most important corridors across different travel modes.
- ❑ The update would clarify the role and function of those corridors.
- ❑ It would also help confirm the region's priority higher-order transit corridors.

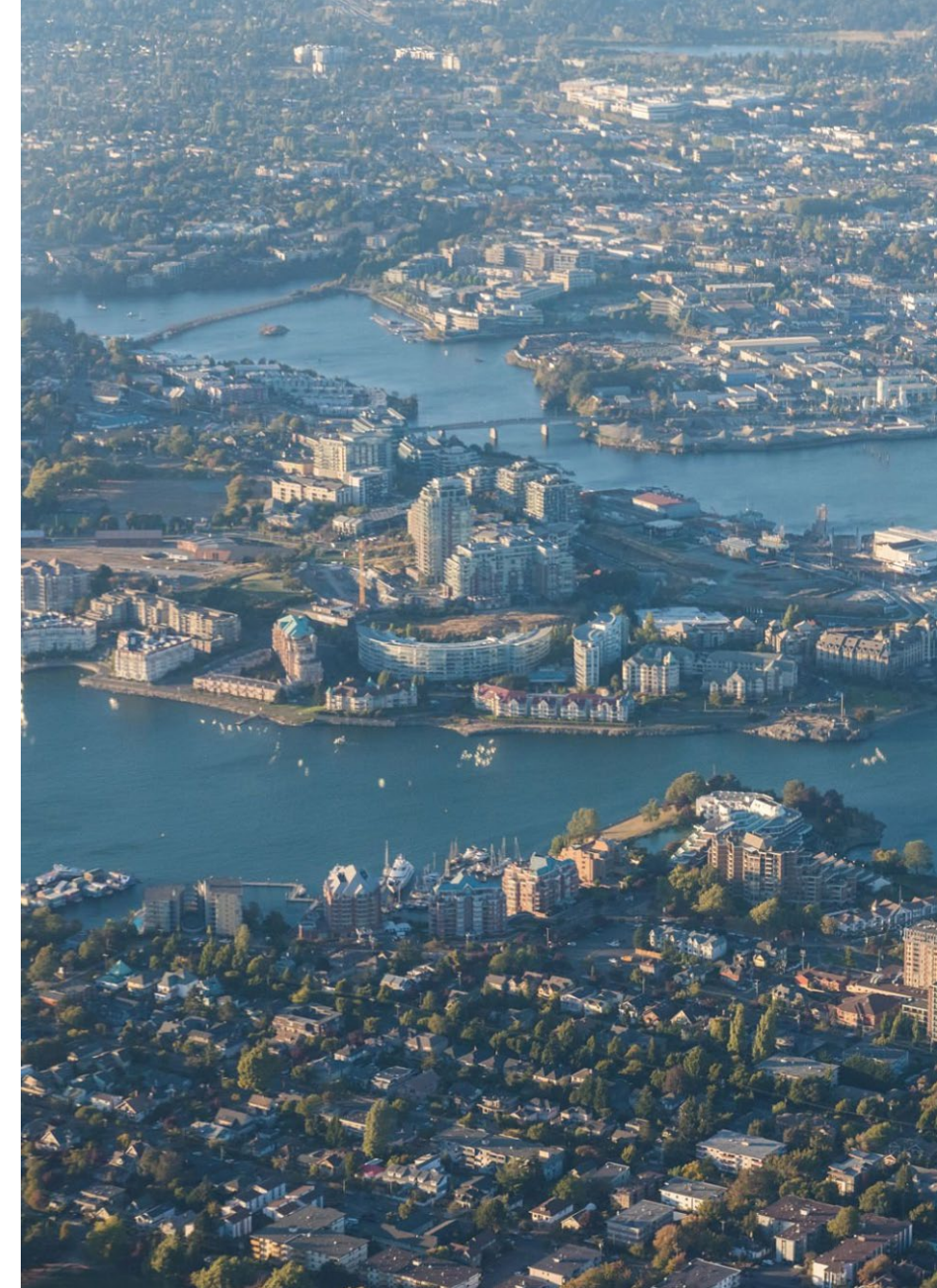


Why the RMN matters for land use and growth management

- ❑ The RMN will help connect transportation priorities to future growth decisions.
- ❑ It will create a clearer basis for where growth should support corridor function and transit investment.
- ❑ It can help show where land use patterns may need to change to better support regional transportation priorities.
- ❑ It provides an important input to a future regional growth plan update.

Next steps

- ✓ Refine draft strategies, actions, and corridor priorities based on current engagement.
- ✓ Continue technical analysis, scenario testing, and Regional Multi-Modal Network refinement.
- ✓ Bring the updated plan forward for confirmation and approval through 2027.





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REGIONAL TRANSPORTATION PLAN

ACCESS.



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Making a difference...together

REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, MAY 27, 2026

SUBJECT Aligning Regional Transportation and Growth Planning

ISSUE SUMMARY

To highlight the inter-related nature of regional transportation and growth planning, and to provide context arising from ongoing regional transportation planning work in advance of forthcoming consideration of a potential update to the Capital Regional District's (CRD) Regional Growth Strategy (RGS).

BACKGROUND

The CRD's 2018 RGS and 2014 Regional Transportation Plan (RTP) together establish the long-term framework for where growth occurs and how people and goods move across the region.

Since adoption of both plans, the region has experienced significant change. Population growth, housing demand, travel patterns, climate commitments, reconciliation initiatives, infrastructure investment priorities, and provincial policy direction have evolved more rapidly than anticipated, increasingly highlighting the interconnected nature of regional growth and transportation planning.

As outlined in a prior staff report presented to the Transportation Committee in March 2026, ongoing work on regional transportation priorities, governance, and the RTP has identified growing pressure on transportation systems, the need for stronger regional coordination, and the limitations of addressing transportation challenges independently from land use and growth planning. Early findings from the RTP update reinforce the importance of aligning transportation investments with long-term growth patterns to support regional objectives related to mobility, affordability, climate action, and equity.

In parallel, the CRD has supported the Reconciliation Corridor Initiative (RCI), a First Nations-led partnership involving the Esquimalt (Kosapsum) Nation and Songhees Nation, the CRD and local governments to explore the future of the Island Rail Corridor (IRC) within the capital region. While the initiative remains in the preliminary planning stages and does not pre-determine outcomes, it illustrates how emerging regional transportation initiatives may have implications for long-term growth patterns, land use planning, and transit-supportive development. The scope of the RTP planning process has been updated to consider the role of the RCI within the regional context.

Separately, the CRD Board has previously directed staff to report back on the potential need to update the RGS. This has included the completion of a Growth and Mobility Study that has underscored the inter-related nature of regional transportation and growth planning and supports the need for alignment. A staff report responding to that direction and the outcomes is scheduled for consideration in June 2026, making it timely to share context arising from ongoing regional transportation planning work in advance of that discussion.

Transportation and Growth as a Connected System

Transportation systems and land use patterns function as an integrated system. Decisions about where and how communities grow directly influence travel demand, infrastructure costs, mode choice, transportation-related emissions, and accessibility. Transportation investments, in turn, shape development patterns, housing feasibility, and economic and social outcomes.

Early findings from the RTP update are reinforcing several system-level observations:

- Rapid growth has increased pressure on regional transportation systems, particularly in key corridors and growing communities.
- Travel time performance is closely tied to land use patterns, including density, mix of uses, and proximity to employment and services.
- Transit, rapid transit, and active transportation investments are most effective when aligned with growth patterns.
- Fragmented or misaligned planning increases long-term costs and risks, including congestion, affordability challenges, and difficulty meeting climate and safety objectives.

Despite 2024 provincial legislation (Bill 47 - Transit Oriented Areas, and Bill 44 - Small-Scale Multi-Unit Housing) strengthening land use and transportation integration, municipalities continue to advance their own development policies, leading to inconsistent regional outcomes. The RTP update identifies this as a key area where stronger regional direction and coordination of local plans within a unified regional mobility framework could significantly improve alignment and outcomes.

Relevance to Regional Growth Strategy Discussion

As work on the RTP update progresses, it is increasingly clear that many transportation outcomes in the region are shaped by long-term regional growth patterns and land use decisions that sit beyond the scope of transportation planning alone. Understanding—and potentially addressing—these issues require consideration of regional growth policy alongside transportation strategy.

Emerging work under the RTP update demonstrates that growth patterns directly influence travel demand, trip lengths, mode choice, infrastructure costs, and transportation related emissions. Dispersed or auto oriented growth increases reliance on longer vehicle trips and places sustained pressure on the road network, while more compact, mixed-use, and transit supportive development patterns improve the performance and cost-effectiveness of transit and active transportation investments.

Several consistent observations from the RTP update illustrate this relationship:

- Travel time performance is strongly influenced by land use patterns, particularly density, mix of uses, and proximity to employment and services;
- Transit, rapid transit, and active transportation investments are most effective where growth is planned and delivered together, and in supportive locations; and
- Many of the challenges related to congestion, affordability, and transportation reliability reflect cumulative land use decisions over time rather than isolated transportation system shortcomings.

The RTP update is helping to clarify both the strategic role transportation can play in supporting regional objectives and the limits of transportation-based infrastructure on its own. Addressing issues such as congestion management, affordability, climate action, safety, and equitable access increasingly depends on coordinated consideration of growth patterns alongside transportation planning and investment.

Taken together, the evolving RTP work provides important context for broader regional discussions about long-term growth, infrastructure coordination, and policy alignment across multiple areas of regional responsibility. With an updated RTP anticipated for Board consideration in 2027, its outcomes will be in place to guide and align growth considerations within a future RGS update.

ALTERNATIVES

Alternative 1

That the Transportation Committee recommend to the Capital Regional District Board:

1. That the Regional Transportation Plan (RTP) project team provide an update to the Planning and Protective Services Committee on how the ongoing RTP update relates to regional growth planning and land use integration, for context and consideration of a potential update to the Regional Growth Strategy; and
2. That this report be referred to the Planning and Protective Services Committee for information.

Alternative 2

That this report be referred back to staff for additional information based on Transportation Committee direction.

IMPLICATIONS

Alignment with Board & Corporate Priorities

This report is consistent with CRD Board Strategic Priorities and the 2023–2026 Corporate Plan by emphasizing integrated, long-term planning approaches that support regional mobility, climate action, housing affordability, reconciliation, and coordinated infrastructure investment.

Alignment with Existing Plans & Strategies

The report highlights the inter-relationship between the RTP, the RGS, and emerging regional initiatives. As regional conditions and policy environments evolve, maintaining alignment between long-range transportation planning and growth policy is increasingly important to support effective implementation and avoid unintended long-term impacts.

Reconciliation and Indigenous Relations Implications

The RCI reflects a reconciliation-based approach to regional transportation planning led by the Lekwungen Nations. While no decisions are implied or required through this report, the initiative underscores the importance of respecting Indigenous leadership, rights, and interests in future regional transportation and growth-related discussions. Concurrently with the RCI, the CRD has been engaging with First Nations regarding the ongoing RTP update and will seek to do so through a future RGS update.

Governance and Interdepartmental Coordination

This report supports coordinated governance across CRD services and committees by reinforcing the need for alignment between transportation planning, regional growth policy, and broader regional objectives. Providing shared context enables informed sequencing of policy discussions without predetermining outcomes.

Service Delivery Implications

Stronger integration between transportation planning and growth considerations supports more effective delivery of regional transportation services, including transit, active transportation, and transportation demand management initiatives, by aligning investment with long-term demand patterns.

Environmental and Climate Implications

Transportation and land use alignment is critical to reducing transportation-related greenhouse gas emissions and supporting regional climate objectives. Compact, transit-supportive growth patterns improve the effectiveness of sustainable transportation investments.

Housing and Affordability Implications

Transportation access and housing feasibility are closely linked. Coordinated planning can help reduce combined housing and transportation costs for residents, particularly in growing communities.

Social Equity and Accessibility Implications

Aligning growth with transportation investment improves access to employment, services, and education, and supports more equitable mobility outcomes across the region.

CONCLUSION

The ongoing Regional Transportation Plan update confirms that transportation outcomes are inseparable from regional growth patterns and land use decisions. The observations and emerging findings summarized in this report provide timely context that can help inform broader regional discussions about long-term growth, infrastructure coordination, and policy alignment in advance of consideration of a potential update to the RGS.

RECOMMENDATION

That the Transportation Committee recommend to the Capital Regional District Board:

1. That the Regional Transportation Plan (RTP) project team provide an update to the Planning and Protective Services Committee on how the ongoing RTP update relates to regional growth planning and land use integration, for context and consideration of a potential update to the Regional Growth Strategy; and
2. That this report be referred to the Planning and Protective Services Committee for information.

Submitted by:	Genevieve Tokgoz, P. Eng., M. Eng., Manager Transportation
Concurrence:	Patrick Klassen, MCIP, RPP, Acting General Manager, Housing, Planning and Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

REPORT TO PLANNING AND PROTECTIVE SERVICES COMMITTEE MEETING OF WEDNESDAY, JUNE 24, 2026

SUBJECT Regional Growth Strategy Update

ISSUE SUMMARY

To report back on growth analysis and seek direction on whether to initiate an update of the Regional Growth Strategy (RGS).

BACKGROUND

The RGS is a long-term framework developed by the Capital Regional District (CRD) and local municipalities to guide how the region grows and to coordinate land use, infrastructure, and services.

The current RGS was adopted in 2018 and amended in 2021. It establishes shared policy direction and informs municipal Official Community Plans (OCPs) through Regional Context Statements (RCS), aligning local planning with regional objectives.

The current RGS planning horizon only extends to 2038. As regional planning, infrastructure investment, and provincial policy continue to evolve beyond this timeframe, the RGS is becoming less effective as a long-term framework.

Legislative and Governance Context

Part 13 of the *Local Government Act* establishes the statutory framework for the RGS:

- An RGS must include a minimum 20-year planning horizon;
- include population and employment projections, and coordinated policy direction related to growth;
- must be periodically reviewed; and
- requires acceptance by all affected local governments prior to adoption.

The RGS does not regulate land use. Municipalities retain authority through OCPs and zoning, with alignment achieved through RCSs.

Prior Board Direction and Scoping Work

On April 10, 2024, the CRD Board directed staff to undertake analysis to support a future decision on whether to update the RGS. Since that time, staff have undertaken the following work:

- Growth and Mobility Study (Appendix A)
- Population, housing, and employment analysis (Appendix B)
- Legislative and municipal policy review (Appendix C)
- Industrial land analysis – *ongoing (expected completion Q3 2026)*
- Initial engagement and discussion with First Nations

This report concludes that scoping phase and presents the opportunity to consider an update.

Consideration for an Update

Since the RGS was adopted in 2018, the regional planning context has changed significantly. While the RGS remains a strong foundation, legislative, demographic, and economic changes are increasing misalignment between municipal planning, regional infrastructure and services, and provincial policy direction.

Together, these changes suggest it is timely for the Board to consider initiating an update to ensure the RGS reflects current conditions, policy direction, and regional priorities.

1. Provincial Legislative and Policy Change

Recent provincial legislation, particularly Bill 43 (provincial housing target orders), Bill 44 (Small Scale Multi-Unit Housing), and Bill 47 (Transit-Oriented Areas), have significantly changed how local governments plan for housing, density, and infrastructure. These changes affect growth patterns, transportation demand, and servicing requirements not anticipated in the current RGS. See Appendix C for a list of relevant legislative and policy change since 2018.

An update would support regional alignment with provincial direction, municipal planning, and infrastructure and service delivery

2. Population and Growth Trends

The region has grown by approximately 50,000 since 2018 (12% growth), with uneven growth across communities. The CRD is now about a decade ahead of the population projected in the 2018 RGS and is expected to surpass 500,000 residents by the mid-2030s. Higher growth, particularly in the West Shore, has implications for transportation, infrastructure demand, and service delivery.

Community	2018	2025	% Change
Langford	41,639	59,664	43.29%
Colwood	18,339	22,794	24.29%
Sooke	14,485	17,248	19.07%
View Royal	11,327	12,795	12.96%
Highlands	2,468	2,753	11.55%
Victoria	93,668	103,888	10.91%
North Saanich	11,860	12,986	9.49%
Sidney	12,354	13,445	8.83%
Juan de Fuca	5,086	5,439	6.94%
Esquimalt	18,606	19,512	4.87%
Saanich	120,312	126,011	4.74%
Central Saanich	17,832	18,184	1.97%
Oak Bay	18,405	18,626	1.20%
Metchosin	5,196	5,207	0.21%
Total	391,577	438,552	12.0%

Table 1: Population change by local government after 2018 RGS update.

Updated population, housing, and employment projections are underway and will extend the planning horizon beyond 2038. This work will validate regional projections and develop local-level forecasts based on OCP policies and economic analysis, supporting a potential extension of the planning horizon to 2055 (see Appendix B).

Current growth levels and distribution provide a clear rationale for an RGS update, while ongoing analysis will inform potential adjustments to the growth framework and policies.

3. Local Government Growth Directions and OCP Updates

Local governments are updating their OCPs in response to provincial requirements, housing needs, and local priorities, on varying timelines and reflecting local contexts.

The RGS provides a shared regional framework within which these plans align. An update would:

- Reconfirm regional growth objectives and structure.
- Revisit key tools such as the Urban Containment Boundary (UCB) and rural protection policies.
- Maintain consistency across municipal plans through the RCS process.
- Better align regional and local planning horizons.

Without an update, municipal planning will continue while regional policy becomes less clear and increasingly outdated. RCS processes risk becoming administrative rather than strategic, and opportunities to align land use with transportation and infrastructure investment may be missed.

4. Transportation and Land Use Integration

Regional transportation planning has advanced since the previous RGS, including the ongoing update to the Regional Transportation Plan (RTP), which informs this report.

Early RTP findings confirm that transportation outcomes are shaped by long-term growth patterns, particularly the location and form of development in key corridors and centres. Emerging initiatives, such as the Reconciliation Corridor Initiative, further highlight how strategic transportation investments may influence regional growth and land use.

An RGS update would:

- Align growth management policy with the evolving regional transportation network, including priority corridors and centres.
- Support growth patterns and land use that enable transit investment and multi-modal mobility.
- Provide a consistent framework for transit-supportive development and infrastructure planning.

Without an update, land use and transportation planning risk proceeding in parallel rather than as an integrated system.

5. Alignment with CRD Services and Infrastructure Planning

CRD services including water, wastewater, transportation, parks, and climate initiatives are planned and delivered based on shared assumptions about growth patterns.

As the RGS planning horizon becomes increasingly outdated, the risk of misalignment between service planning and infrastructure investment assumptions and actual growth patterns increases. Updating the RGS would support continued coordination across services and help maintain a consistent long-term planning framework.

Process Considerations

Initiating an update authorizes a multi-year, region-wide process to review and update regional policy through engagement. It does not pre-determine growth patterns or commit governments to specific outcomes.

If approved, the update would include:

- Review of policy areas and growth management approach.
- Alignment with provincial legislation and CRD strategies.
- Reflect updated municipal OCPs.
- Integrate with transportation planning, including ongoing RTP work.
- Update population, dwelling, and employment projections beyond 2038.
- Review of the RCS process and RGS amendment procedures.

Updating the RGS is a collaborative, governance-led process requiring acceptance by participating local governments. It involves early and sustained engagement with local governments and First Nations, grounding changes in existing Board-approved CRD strategies and plans, using municipal OCPs where policy direction is established, and allowing time for issue resolution and consensus-building.

Timeline and Phasing

Subject to Board direction, a detailed work plan, timelines, engagement processes, and resource requirements would be developed. Indicative high-level phases are outlined below:

- *Phase 1 – Project Initiation and Scoping (Q1–Q2 2027)*
Confirm scope, governance, risk assessment, work plan, and engagement strategy.
- *Phase 2 – Policy Review and Issue Identification (Q2 - Q4 2027)*
Review existing RGS policies and identify areas requiring an update.
- *Phase 3 – Policy Development (Q1–Q3 2028)*
Develop draft policy directions through engagement with interest holders.
- *Phase 4 – Draft RGS and Regional Engagement (Q3–Q4 2028)*
Prepare draft RGS and undertake regional and public engagement.
- *Phase 5 – Finalization, Adoption and Preliminary Implementation (Q1–Q4 2029)*
Refine draft, complete legislative processes, and adopt updated RGS.

Monitoring and initial implementation (2030 onward) would include updating indicators, managing Regional Context Statements, and supporting early implementation. The phases above are indicative and intended to show sequencing, with timelines refined during project initiation and adjusted as needed based on Board direction and engagement outcomes.

ALTERNATIVES

Alternative 1

The Planning and Protective Services Committee recommends to the Capital Regional District Board:

That the Capital Regional District Board direct staff to initiate an update of the Regional Growth Strategy starting in Q1 2027, informed by the analysis summarized in this report.

Alternative 2

That this report be referred back to staff for additional information based on Planning and Protective Services Committee direction.

IMPLICATIONS

Alignment with Board & Corporate Priorities

Initiating an RGS update aligns with CRD priorities for coordinated regional growth management, infrastructure planning, climate action, and service integration. The RGS provides a governance framework for consistent, long-term decision-making across CRD services and initiatives and updating it ensures the framework remains current and aligned with evolving regional priorities.

Alignment with Existing Plans & Strategies

Initiating an RGS update would strengthen alignment across CRD plans and strategies, including the RTP, Regional Transportation Service priorities, Climate Action Strategy, Regional Parks Strategic Plan, and Integrated Water Services planning.

It would also maintain alignment with municipal OCPs through Regional Context Statements and incorporate recent provincial legislation into a coordinated regional framework.

Climate & Environmental Implications

The RGS is a key regional tool for climate mitigation and adaptation, supporting coordinated land use, transportation, natural area protection, and efficient infrastructure planning. Updating the RGS strengthens alignment with current climate targets, greenhouse gas reduction goals, and environmental priorities without predetermining specific outcomes.

Financial Implications

Funding to initiate the RGS update has been identified within existing operating reserves. An Initiative Business Case (IBC) outlines required staff and resources, subject to Board approval. No additional requisition is required at this time.

Initiating the update does not commit the Board to future capital or operating costs but supports improved long-term financial planning through clearer growth and service coordination.

First Nations Implications

Initiating an RGS update creates an opportunity for early and meaningful engagement with First Nations to determine how they wish to be involved in, and reflected within, the regional growth planning framework. There is growing recognition of the importance of incorporating Indigenous perspectives, governance relationships, and land use interests into regional planning, and an update would support this through ongoing dialogue and relationship-building.

While the nature and extent of participation will be defined collaboratively, initiating an update enables this work to proceed proactively. Preliminary discussions have begun, and there is interest in continuing dialogue should the Board choose to proceed, including exploring shared priorities such as land use, transportation, housing, and environmental stewardship.

Intergovernmental Implications

The RGS is a shared policy framework among the CRD, its member municipalities, electoral areas, and the Province. Initiating an update supports continued intergovernmental coordination on growth management, housing, transportation, and infrastructure planning, and helps ensure ongoing alignment with provincial legislation and policy direction. Updates to the RGS require unanimous approval from all participating municipalities.

Service Delivery Implications

An updated RGS would support more effective coordination of CRD service planning and delivery by aligning long-term growth expectations with infrastructure investment, transportation services, parks and environmental services, and regional utilities. Initiation of the update does not result in immediate service level changes.

CONCLUSION

This report responds to prior Board direction and summarizes growth-related analysis completed since 2024. Given the scale of change in population growth, housing policy, transportation, and infrastructure coordination, initiating an update to the Regional Growth Strategy is recommended to maintain an effective and coordinated regional planning framework.

RECOMMENDATION

The Planning and Protective Services Committee recommends to the Capital Regional District Board:

That the Capital Regional District Board direct staff to initiate an update of the Regional Growth Strategy starting in Q1 2027, informed by the analysis summarized in this report.

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ATTACHMENTS

Appendix A: Growth and Mobility Study

Appendix B: Population Projection Analysis

Appendix C: Legislative and Municipal Policy Summary

Capital Regional District Growth and Mobility Study Final Report

May 2026

Prepared by: Licker Geospatial



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1. Executive Summary

The Capital Regional District (CRD) conducted a Growth and Mobility Study to develop a regional understanding of transportation, housing and employment. The study consolidates diverse and disparate datasets from local governments into a standardized GIS-based resource. This resource will advance the goal of supporting coordinated planning across municipal boundaries in the CRD.

Key outcomes of this project include the creation of a unified GIS resource (for use in ArcGIS desktop software) and an interactive mapping tool available online. Diverse data sources from the CRD, local municipalities, BC Assessment, Statistics Canada and BC Transit were used to interpret current employment, current and potential future housing densities and their relationship with transportation. Engagement with CRD municipalities was an important part of shaping the outcomes of this project. Two rounds of workshops were held:

1. In May 2025, workshops were held with municipalities representing the three sub-regions of the CRD including the Core Area, West Shore, and Peninsula. The purpose of the workshops was to introduce the project to the municipalities and seek feedback on how best to create a regional data and analysis repository that could best serve their needs. Further, the workshops provided an opportunity to discuss the types of data and data processes municipalities use today and how best to maintain a future repository.
2. In October 2025, a workshop was held with members of the Development and Planning Advisory Committee to present the tool and receive feedback on how it could be refined in the future to assist with land use and transportation planning. Feedback heard through the workshop was used to refine the analyses, described below.

Alongside the compilation, cleaning, and standardizing of existing data, five additional analyses were produced:

1. **Designated growth areas** - Areas with potential for increased housing are highlighted;
2. **Density gap** - Existing residential density is compared to the maximum allowable density under existing OCPs;
3. **Employment areas** - Total employment and density of employment is presented;
4. **Transit servicing capacity** - Transit service levels are evaluated against residential density; and
5. **Access to jobs via transit** - Jobs reachable by transit are measured and reported by transit travel time.

All outputs are made available to municipalities within the CRD through an ArcGIS Pro package and an interactive web platform. This supports multiple levels of interactivity, supplying full datasets to those who would like to do any further analysis on the data, and a simpler interactive web map that visualizes all the available data in an easy to use platform.

Recommended next steps include regular data updates, refinement and further standardization of land uses, identification of mobility hubs, and the integration of new mobility forms.

2. Project Overview

The Capital Regional District (CRD) was awarded a Complete Communities grant by the Union of BC Municipalities (UBCM), which is a program supporting local governments in considering and working towards the completeness of their communities. The Complete Communities Program identifies a complete community as one that: (1) has a diversity of housing to meet community needs; (2) provides a wide range of employment opportunities, amenities, and services within a reasonable distance; and (3) makes efficient use of infrastructure.

The CRD is using this funding to carry out a Growth and Mobility Study with the aim of creating a comprehensive, regional-level understanding of growth objectives and mobility planning across all local governments and electoral areas within the CRD. This type of study, which consolidates and analyzes regional growth and mobility related data, promotes a regional view of trends and enables a cohesive approach to community development across multiple jurisdictions and levels of government. Conceptualizing growth and mobility in this way ensures: (1) that infrastructure is being efficiently shared and used between regions; (2) employment trends and access to employment zones are considered between regions, and (3) transportation options are available at a local and regional scale.

An extensive data gathering effort was undertaken, wherein data related to growth and mobility was gathered from participating municipalities. This data was assessed for completeness and integrated together to minimize inconsistencies and gaps between jurisdictions. The goal of this effort was to take data from many sources and standardize them as much as possible into one larger cohesive dataset. A large part of this effort was the consolidation of land uses - the land uses from each municipality's Official Community Plan (OCP) were archetyped into a standardized and simplified list of land uses based on the land use intent and allowed densities.

A second effort was undertaken to analyze this data and create new outputs that can be used to support decision making as it pertains to growth and mobility. Using available data, five new pieces of data were created: growth areas, absolute capacity, employment areas, transit service capacity, and accessibility to jobs using public transportation. Each of these analyses is described in detail later in this report. These layers of analysis were chosen through consultation with municipal partners and internal CRD team members, as well as thorough consideration of available data and the broad based usability of the analysis for decision making.

This study brings together key data and insights, packaged and compiled in an easy to use format that ensures usability and longevity past the timeline of this project. The compiled data along with the pieces of analysis have been made available in two ways. First, as an ArcGIS Pro Package, and second as an online interactive web map. This data source, made for internal municipal use, has been shared with municipal planning partners.

The following report presents an overview of engagement activities, explains the GIS resource and the accompanying web map, and explains the methods and outcomes of each piece of analysis in detail.

3. Engagement Summary

Engagement with CRD municipalities was a critical part of this project, not only to receive feedback on the tool, but to brainstorm how the tool could be even more refined to support regional and sub-regional land use planning and transportation in the future. To that end, the project process included two rounds of workshops with CRD municipalities. The workshops—including their purpose, objectives, and key findings—are summarized as follows.

Municipal Activation Workshops

In May 2025, virtual workshops were held with municipalities representing the three sub-regions of the CRD including the Core Area, West Shore, and Peninsula. In total, 14 people participated in the workshops representing planning and GIS staff from each respective municipality. The workshops were facilitated using Miro. The objectives of these workshops were four-fold:

- Introduce the Growth and Mobility Study including its key objectives;
- Seek feedback on how to best create a regional data and analysis repository that is usable for CRD municipalities;
- Understand the types of data and data processes CRD municipalities use today; and
- Discuss efficient and effective strategies for maintenance and upkeep of the repository.

Five key themes emerged from the workshop conversations:

- **Trip Generation and Mobility Hubs** - It was stressed that transportation related analysis should be a critical output of the tool. Specifically, participants indicated that having the ability to determine trip generation (i.e., locations / land uses that create transportation trips) across the region could be helpful. There was also feedback provided about the importance of showing mobility hubs across the capital region for regional transit planning.
- **Transit Analysis** - It was confirmed that transit analysis at the regional level would be a valuable part of the tool. Specifically, the ability for the tool to produce a gap analysis to show parts of the region that are under-served by existing transit routes.
- **Census Data vs Assessment Data** - There was strong support for incorporating data from a variety of sources into the tool. It was acknowledged that census data is and continues to be useful, but that BC Assessment data could help produce richer and more in-depth analyses to help support decision-making with land use planning and transportation.
- **Housing Capacity and Density Gaps** - Municipal staff remarked about the value of getting a regional scale understanding of where there is more capacity of land to hold more

housing under existing OCP land uses. Further, municipal staff explained the value of having the tool show the gap between absolute capacity and current capacity.

- **Data Sharing & Updates** - The utility of the tool itself would quickly disappear without frequent updates. Staff explained how an annual update would be preferred to a semi-annual update, and how the CRD should strive to provide a data table to streamline the data transfer from the municipality to the CRD.

Tool Implementation Workshop

In October 2025, a virtual workshop was held with members of the Development and Planning Advisory Committee to present the tool and receive feedback on how it could be refined in the future to assist with land use and transportation planning. The workshop had a total of 12 participants comprising planning staff from various CRD municipalities.

The objectives of this workshop was three-fold:

- Provide an orientation on how to use the tool;
- Present the key analysis layers that can assist with decision-making and planning for future growth, development, and infrastructure needs; and
- Discuss opportunities for future directions for the tool.

The discussion was focused on two topic areas: (1) future analyses and direction for the tool; and (2) the timing on when—and if—the tool should be made publicly available. The key themes from those discussions are summarized as follows:

- **Future Analyses & Directions for the Tool**
 - Mixed-use areas should be included in the tool for analysis purposes. Mixed-use areas are critical growth areas for many of the municipalities and therefore need to be considered for land use planning and transportation.
 - Employment areas must be represented accurately in the tool. Similar to mixed-use, they would represent important destinations and help inform regional transportation planning efforts. And the employment data will need to reflect all of the major employment hubs in the region. For example, CFB Esquimalt is home to over 7,000 jobs but those data are not represented well when mapping out employment hubs.
 - Representing constraints to growth is also important for the tool both now and in the future. For example, the tool could show areas in the region that have higher seismic risk, which could help inform where residential and commercial growth could be avoided.
 - Showing all of the all ages and abilities (AAA) cycling infrastructure across the region could be a powerful way to illustrate all of the investments that have gone into cycling infrastructure.

- Public Access to the Tool
 - The discussion and overall support for making the tool public in the future was mixed. Some expressed concern with sharing the tool due to potential issues with misinterpretation. For example, mapping that shows potential maximum growth for an area could be misconstrued as extreme growth from the public. Therefore, having a data dictionary and/or a user guide would need to be considered so the public could understand what the tool is showing.
 - Others explained how the tool should go through a few rounds of refinement first before being presented to the public
 - There was also support for being transparent. One idea is to have the analyses and results available as PDFs for the public whereas access to the tool itself would be restricted to the CRD and CRD municipalities.

Overall, the discussions from the Tool Implementation Workshop confirmed that the tool is going to be highly valuable for CRD municipalities and for supporting more coordinated land use and transportation planning.

4. GIS Resource

To create the analyses and consolidations discussed in this report, the project team used a combination of ArcGIS Pro 3.4 and Python scripts. Following the completion of the data processing stages, the project team created a final formatted ArcGIS Pro Package (.ppkx) that consisted of two “maps” (see Figure 1, Appendix I); one for the consolidated municipal data provided by jurisdictions across the CRD (Web_Product), and one of the analyses conducted by the project team (Analysis_Deliverable). This resource was then shared with the CRD to allow for future analysis and as an interactive web product for ease of viewing for municipalities across the District.

For all consolidated datasets, data completeness reflects the information provided by each municipality. As a result, some datasets may be incomplete within jurisdictions where certain data were not supplied. The consolidated municipal data found under Web_Product in the package includes the following groups and layers:

1. Orthophotography
 - a. Current Imagery
 - b. Imagery updated every two years between 2015 - 2023
2. Census (Dissemination Areas—2021)
 - a. 2021 Population
 - b. Average Age of Population
 - c. Number of Persons in Private Households
 - d. Average Household Size

- e. Average Size of Census Families
- f. Average Number of Children in Census Families
- g. Participation Rate
- h. Employment Rate
- i. Unemployment Rate
- 3. Transportation
 - a. Pedestrian Infrastructure
 - i. Regional Trails
 - ii. Municipal Trails
 - iii. CRD Sidewalks
 - b. Bike Infrastructure
 - i. General,
 - ii. All Ages and Abilities
 - c. Transit
 - i. Stops
 - ii. Routes
- 4. Regional Growth Strategy
 - a. Settlement Concept
 - b. Urban Containment Boundary
 - c. Capital Green Lands Policy
 - d. Renewable Resource Lands Policy Area
 - e. Urban Containment Policy Area
 - f. Rural / Rural-Residential Policy Area
- 5. OCP Land Uses and density assumptions provided through OCP bylaws and engagement with planners
 - a. Each municipality's respective OCP Land Use Layer

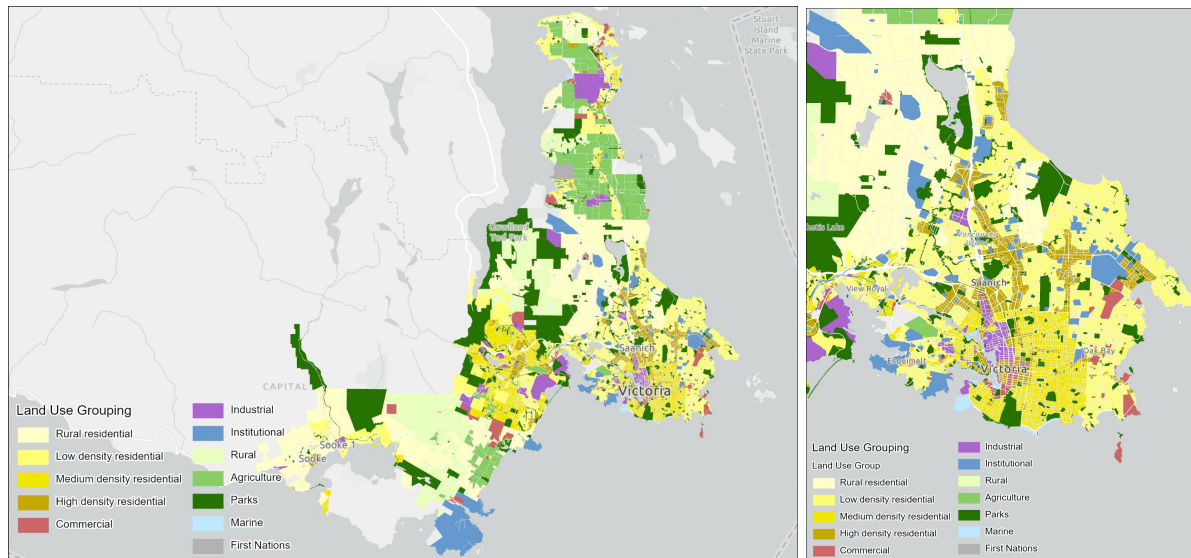
The project's analyses found under Analysis_Deliverable in the package includes the following groups. Each group is described in more detail in the following report sections below.

- 1. Growth Areas
 - a. Aggregated to Dissemination Area (DA)
 - b. Aggregated via Kernel Density
- 2. Density Gaps (per DA)
 - a. Current Dwelling Units
 - b. Theoretical Maximum Dwelling Units allowed Under Current OCP Conditions
 - c. Difference between Theoretical Maximum and Current Units (Development Headroom)
- 3. Employment Areas (per DA)
 - a. Total Employment
 - b. Employees per ha
- 4. Transit Service

- a. Current BC Transit Routes Categorized by Frequency
- b. Transit Level Supported by Employment and Population
- c. Jobs Accessible by Transit within;
 - i. 15 mins
 - ii. 30 mins
 - iii. 45 mins

4.1. Land Use Consolidation

During the process of consolidating municipal data, one of the focus areas was creating a consolidated land use layer. This layer allows for a unified, comparative view of municipal land use designations across the region. Data was supplied directly by member municipalities and electoral areas, either via data transfer or made available online through municipal data portals.



The workflow takes each municipality's data, standardizes their structure, and merges them into one consolidated dataset, which allows for a repeatable process that can be applied in future as data is updated (assuming data structures remain compatible). Using the residential density allowances defined in each municipality's OCP and through engagement with municipalities, as needed, the project team developed standardized density groupings across municipalities to enhance comparability and minimize the ambiguity that often arises from subjective language around density. The resulting groupings are shown in the image above and area summarized by area below:

	Area in square kilometres (sq km)	Percent of CRD land base
Residential		
High density residential	12.9	3.1%
Low density residential	64.1	15.1%
Medium density residential	31.2	7.4%
Rural residential	93.9	22.2%
Employment		
Commercial	9.6	2.3%
Industrial	15.7	3.7%
Institutional	25.5	6.0%
Other		
Agriculture	43.5	10.3%
First Nations	2.1	0.5%
Marine	1.6	0.4%
No Data	0.2	0.04%
Parks	73.4	17.3%
Rural	50.1	11.8%
Residential	202.1	47.7%
Employment	50.7	12.0%
Other	171.0	40.3%
Total	423.8	100.0%

The outcome of this standardization, the consolidated land uses, can be found in Appendix II.

5. Web Platform

With support from GeoBC, a web platform was developed to display the results and consolidated data layers for ease of access, use, and interpretation (Figure 2, Appendix I). The platform mirrors the structure of the ArcGIS Pro Package (.ppkx) (Figure 1, Appendix I), with two corresponding sections. It allows users to toggle the visibility and display order of individual data layers, each accompanied by descriptions to aid interpretation.

The platform is intended as a shared asset for all applicable jurisdictions within the CRD, supporting cross-jurisdictional planning and enabling visibility of data across administrative

boundaries. While currently intended for internal use by CRD municipalities, the tool could be made public, if desired. The web product has been designed to accommodate updates as more recent data become available, and as time permits. To use the web-platform, employees from CRD municipalities need to log into the portal online in a web browser. They can then choose the layers they wish to view and compare against applicable information. As data in the GIS Resource is updated, that information can be published to the internet and used to update the Web Platform as well.

6. Analysis

Key Assessment Findings

The goal of the CRD's Growth and Mobility study was to collect and consolidate data from CRD local governments to create a strong foundation for the long-term improvement of data collection and consolidation across the region. The long-term objective is to increase understanding of cross jurisdictional issues and policies, and to support conversations about community completeness by giving local government planners the tools needed to take a wider perspective beyond their municipal boundaries.

While the purpose of the project was to establish a resource that would incrementally grow over time, the analysis of current datasets has already provided some initial findings focused on housing, employment, and transportation across the region.

Strengths for Increasing Community Completeness:

1. Strong alignment observed between OCP policies and RGS growth nodes

The analysis identified a high degree of alignment between municipal Official Community Plan (OCP) growth areas and Regional Growth Strategy (RGS) growth nodes, supporting a regional approach to growth management.

2. Strong alignment between population and employment centres and transit routes

Existing transit routes were found to be generally well aligned with key population and employment centres in the region. This alignment strengthens the role of transit as a viable alternative to single-occupant vehicle travel, while also identifying the need for improved servicing to areas of large employment.

3. Density gap analysis identified areas planned for growth that have yet to redevelop

A density gap analysis highlighted areas where the maximum allowed densities exceed current development, indicating potential locations for high levels of future development. This provides

valuable input for infrastructure planning, policy review, and identifying near-to-medium-term growth opportunities.

4. Consolidated land use mapping

The study produced a standardized, region-wide land use dataset by consolidating OCP designations across municipalities. This improves and provides the ability to compare land uses between jurisdictions, and reduces inconsistencies arising from differing land use definitions and density classifications.

5. Improving cross border understanding for planners

This project's development of a centralized dataset will support improved understanding of planning issues between jurisdictions. This can streamline inter-municipal coordination and can contribute to better aligned decision making across multiple disciplines of planning.

Opportunities for Increasing Community Completeness

1. Regional Growth Strategy Update

This study's findings provide important insights for a potential update to the CRD's Regional Growth Strategy. Specifically, the analysis highlights an opportunity to target policy related to the distribution of urban growth.

2. CRD Regional Transportation Plan Update and BC Transit Victoria Regional Transit Plan Update

The study provides a key input to the ongoing updates of both the CRD Regional Transportation Plan and the BC Transit Victoria Regional Transit Plan, each of which will guide transportation policy and investment over the coming decade. By analyzing the alignment between OCP-designated growth areas, employment centres, and existing transit routes, the study supports the development of more coordinated land use and transit network planning, including future route design and service level considerations.

3. Higher Order Transit and Rail Corridor Feasibility Study

The consolidated OCP growth areas dataset is expected to contribute to upcoming analysis of higher-order transit feasibility within the CRD by providing a unified knowledge base of land uses and population density along the corridor. This information is critical in assessing whether existing and planned development can support major transit investments.

4. A Foundation for a Central Storehouse of Planning Data

This project establishes the foundation for an ongoing, centralized repository of planning data across the region. Over time, this resource can be expanded and maintained to support informed decision-making among local governments.

Challenges for Increasing Community Completeness

1. Balance Between Rural and Urban Communities

Balancing growth and infrastructure investment between rural and urban communities remains a key challenge for the region. While urban areas support more efficient service delivery, there is a continued need to address the expectations and needs of less dense communities.

2. Shifting Narratives Around Population, Growth, and Density

Evolving policy directions and public sentiment related to population growth and density are introducing uncertainty into planning processes. These challenges demonstrate the importance of the resources created within this study, providing unified data to member municipalities to inform decision making.

3. Aligning Transit with Growth

A key challenge exists in aligning transit investment with growth, as each is often dependent on the other to justify implementation. This dynamic complicates efforts to proactively plan for transit-oriented development, particularly in emerging or lower-density areas.

4. Statistical Data at a Dissemination Area Scale

The use of dissemination area-level data introduces limitations in spatial precision and can misrepresent localized development patterns. This constrains the ability to conduct fine-grained analysis and highlights the need for more detailed data sources.

Delivered Analysis Layers

The following sections describe the analysis layers produced for the study. For each layer, a high level methodology is provided as well as initial findings. Each of the following sections corresponds to one of the four groupings for the analysis layers listed in *Section 4* above and describes each sublayer within those groupings corresponding to the layers provided in the package (refer to Figure 1, Appendix 1).

Data sources used for the analysis layers are as follows:

- 2025 BC assessment Building Information Report - Used to estimate the current number of units;
- OCP land use - Used to estimate the maximum future number of units, given the densities from the consolidated land use layer (see section 4.1);
- Census Canada (2021) - Dissemination areas (DA) used as a unifying geography to aggregate the current and future number of units and current employment estimates—sourced from a Census package the purchased by the CRD

- BC transit (2025) - Bus routes and bus route type and the transit level supported methodology.
- Open Street Map (OSM) (August 2025) - network used for estimating the number of jobs accessible within a certain time period.

A note on density

Density is calculated and referred to in a number of the following analysis layers. Residential density is calculated by dividing the number of dwelling (housing) units by only the residential land use area within a DA. Employment density is calculated by dividing the number of employees by only the non-residential land use area of a DA. In both cases, areas of the DAs with no parcels or designated land use are netted out (i.e. roads, rights-of-way etc.) to provide a more accurate measure of housing or employment to land area, as roads etc. cannot be used to accommodate housing or employment. The areas that have been netted out from the calculations are still shown in the data layers and are labelled in the legends, where applicable, as “Non residential land use - Excluded from density calculation” and “Area with no land use or parcel data - Excluded from density calculation”.

6.1. Growth Areas

The growth areas are intended to highlight areas in the CRD with high potential for population growth, based on the difference between the current number of dwelling units built and the theoretical maximum number of dwelling units allowed by existing land use policy. Using these methods, growth areas are shown in two ways: first, by aggregating the total amount of potential growth by Census Dissemination Area (DA), and second, by spatially clustering all growth to identify areas of concentrated potential. This analysis shows that the highest areas of growth are anticipated to be in Downtown Victoria, in the District of Saanich along the Quadra and Mackenzie Corridors, and Downtown Langford. Smaller growth areas are anticipated in Downtown Sidney and View Royal.

- **Growth Areas** - This layer shows the difference between the maximum dwelling units allowed by current land use policy and the current (2024) number of dwelling units. The current and maximum potential dwelling units were aggregated by DAs and converted to densities (see note on density above), reported as units per hectare. The difference between current and maximum potential densities represents the potential growth within each DA and is the basis for the layer’s symbology (Figure 3, Appendix 1). This difference is referred to as a density gap.
- **Kernel Density** - To show the growth areas in another way, a kernel density layer was created, which is commonly referred to as a heat map, highlighting areas with a higher potential for growth. This is the layer displayed in Figure 1, Appendix 1, with the legend shown in the panel in the left side of the image.

6.2. Density Gap

The density gap layers are intended to show two related aspects of housing capacity: (1) the current housing density; and (2) the maximum density permitted under existing OCP land use policy. Both calculations are measured at the dissemination area (DA) level and form the basis for the analysis presented in *Section 6.1* (Growth Areas). This approach allows planners to examine, in isolation, both the existing development context and the theoretical maximum allowed by current policy. Using either the web platform or the ArcGIS Pro Package, planners can compare these layers alongside any other relevant datasets (see section 6.5 for more detail). For both layers, density values are expressed as units per hectare and calculated using DA area (see *A note on density* above). Results of the density gap analysis yielded the results shown in the *Growth Areas* section above.

- **Current Dwelling Unit Density (Current dwellings units / ha):** The current (2024) number of units aggregated to the dissemination area level, expressed as units per hectare.
- **OCP Maximum Unit Density (OCP maximum units / ha):** The OCP maximum number of units aggregated to the dissemination area level, expressed as units per hectare (Figure 4, Appendix I).
- **Current vs OCP Maximum:** The difference between maximum potential density and the current density.
- **Current vs OCP Maximum (Total Count):** The difference between maximum potential units and the current units (an absolute difference in units rather than a measure of density).

6.3. Employment Areas

The employment area layer highlights areas with significant employment volume across the CRD. As employment is a key component of mobility (i.e. travel to work), this layer allows analysis of high employment areas and dense residential areas and the related consideration for transportation. The analysis quantifies the estimated number of employees at the DA level and is sourced from census information. The results show the key employment areas in the region as Downtown Victoria and Saanich, Royal Jubilee Hospital and Victoria General Hospital, the University of Victoria, and CFB Esquimalt.

- **Total Employment:** The total current (2021) number of employees at the DA level (Figure 5, Appendix I).
- **DA level - Employee Density:** The total current (2021) density of employees at the DA level, expressed as employees per hectare (see *A note on density* above).

6.4. Transportation

6.4.1. *Transit Service Capacity*

The transit service capacity layers illustrate both the current level of transit service and the theoretical level of service that each dissemination area could support based on existing population and employment. Current service levels are represented by the current BC Transit routes operating in the region, overlaid with the theoretical servicing capacity, per DA. The servicing capacity was determined by categorizing the DAs based on their combined census employees and population density. Viewing both layers together enables planning authorities to identify areas that may be underserved and areas where future population growth could be accommodated by existing transit service (Figure 6, Appendix 1). The results show how the current frequent transit network roughly follows areas with high employment and population density currently. Further analysis is needed for decision making with these layers however. Details of the two sublayers are as follows:

BC Transit Routes: CRD Bus routes divided into the following categories based on service level (frequency of service).

- Rapid Transit Network - blink bus
- Frequent Transit Network - 15 minutes or better service
- Local Transit Network - less than 15 minute service
- Targeted Transit Network - Specific individual routes that are very low frequency or seasonal

Transit Service Capacity: This layer estimates the level of transit service each DA could support based on its combined housing and employment density. Population and employment values are summed for each DA to create a composite density measure, which is then classified into five categories:

1. Unable to support minimum bus service (>4-6 trips/day)
2. Minimal bus service (20–30 min headways)
3. Intermediate bus service (10–20 min headways)
4. Very Frequent Bus Service (<5 min headways); may support BRT/LRT if linked to centres
5. Supports higher-order rapid transit (BRT/LRT/subway)

Figure 6 (Appendix I) shows, in blue, areas that have a high enough combined population and employment density that higher-order rapid transit (BRT/LRT/subway) could be supported, according to BC Transit. These areas are shown similarly to the areas of high growth and high employment and are currently serviced by the 95 Langford/Downtown Rapid Route. Areas with access to the existing frequent transit network and that show up as light yellow (Intermediate Bus Service) are currently serviced in line with their supportable density.

6.4.2. *Access to Jobs via Public Transit*

The access to jobs layers provide an additional perspective on mobility across the CRD. Each layer quantifies the number of jobs reachable from each dissemination area using public transit, offering a more detailed view of both employment distribution and transit service coverage. For this analysis, each DA was routed to all other DAs using the software *OpenTripPlanner*, and the total number of reachable employees for each time frame was aggregated by DA. The analysis was conducted three times, corresponding to accessibility within 15, 30, and 45 minutes, resulting in three separate layers. The results show an interesting combination of transit service and job density. Further, the results when considered in Tandem indicate how service levels vary at regional versus local scale which could suggest locations for service optimization in the future.

- **Jobs Accessible by Transit within 45 minutes** - The total number of jobs accessible from a DA within 45 minutes.
- **Jobs Accessible by Transit within 30 minutes** - The total number of jobs accessible from a DA within 30 minutes (Figure 7, Appendix I).

6.5. *Value-added use of the analyses*

This project has resulted in the development of numerous analyses that, when considered in conjunction, can yield additional insight and information. As such, we suggest the following overlays that can be achieved using this data or other information readily available to municipal planners.

- Summary of the density gap by municipal boundary, neighbourhood, water or sewer service area OCP or generalized land use typology, urban containment boundary policy area, or settlement concepts. Each of these overlays can answer a simple question of where there is a combination of enabling land use policy or infrastructure and raw capacity for growth. As these will be the likely new areas of growth in the coming years, resulting values can be used to plan for new infrastructure, allocate amenities, reassess land use policy or to isolate smaller areas for further study.
- Summary of the density gap by transportation criteria including access to jobs, transit service levels, presence of cycling or walking infrastructure, or presence of transit infrastructure more generally. All of these overlays can serve to answer the question of whether there is sufficient transportation infrastructure in place to accommodate expected growth under current policy. For instance, this analysis may indicate there are locations where there is substantial access to regional jobs in an area but no room for growth (i.e. no density gap). These locations would be logical areas for potential changes to land use policy to allow for more residents in proximity to jobs by transit which would increase sustainable mode share region-wide. Conversely, the analysis may indicate where there is a significant density gap and weak access to jobs. Correspondingly these areas could be prioritized for additional transit to avoid increasing more private automobile travel, increased congestion and more greenhouse gas emissions.

- Analysis of the interplay between job density and housing density. While more focused on current conditions, this analysis can indicate where job accessibility is very high from walking or cycling perspectives. Areas where there is a significant mismatch between these densities (i.e. homogenous land use) are locations where mixed use-enabling land use typologies may make more sense in the coming years.
 - Further investigation into access to jobs by transit can yield some interesting insight. Some potential analyses can include an assessment of jobs accessible within 15 minutes that are not correlated with jobs accessible within 30 or 45 minutes which would suggest strong local service but poor regional connectivity or vis-a-versa. Additionally, it is interesting to understand where current population density is high and access to jobs by transit is low. This type of inquiry dovetails with the density gap analysis above, but can be used as a diagnostic to understand if there are gaps in transit service, gaps in employment densities or both.
-

7. Next Steps

There are several next steps pursuant to this project that will increase the effectiveness and usefulness of the outcomes over time.

- **Annual data updates:** Based on feedback from engagement sessions and internal team discussions, it is suggested that updates of the data be carried out annually to adjust for changing OCPs and policy contexts. It is suggested that these updates be carried out January through February to align with most municipalities resourcing availability.
- **Consolidated archotyping:** Although every effort has been made in this work to create standardized and archetyped land uses from each municipality's data, the inconsistency in input data may create errors in this process. It is suggested that a concerted effort be undertaken to work directly with municipalities to standardize land uses and densities into one coherent logic that will thoroughly support regional growth management.
- **Identification of mixed use buildings and land uses:** Currently, mixed use buildings and land uses are not well identified in a standardized way across the region. Mixed use areas are critical to capture appropriately for any analysis focusing on growth, as they are central to high growth areas. However, the current iteration of data does not have a sufficient mechanism for assessing these areas, mainly due to inconsistencies in the way mixed use areas are designated and given allowable densities. It is suggested that a thorough effort be undertaken to identify these areas and attribute them with standardized information, allowing for the assessment of the form and growth of mixed use areas over time.
- **Application of regional land use designations to the DA scale** - while not included in the current data package, developing an intermediate data product that contains this information would greatly facilitate analysis and decision making.

- **Tourism considerations:** Currently in conceptualizations of mobility and transportation networks, residential and employment densities have been considered. That is, the analysis looks only at where people live and where people work. However, a third dimension to consider for this region is tourism. It would be a worthwhile venture to incorporate key tourism locations and seasonality in assessments of transportation networks, both transit and otherwise.
 - **Multi-modal transportation:** The analysis currently only considers transit, and personal vehicle transportation. Further extensions of this work should incorporate other modes of transportation, with cycling and micromobility being of primary importance. This will provide a more fulsome view of transportation networks and patterns across the region, with particular emphasis on sustainable transportation supporting regional growth. These transportation networks are particularly valuable to assess on a regional scale as regardless of transportation mode, it is a cross-jurisdictional phenomenon.
 - **Public access:** Although the outcomes of this project are currently internal, there are possibilities to publish all or some of it for public use. It is suggested that the tool remain internal for at least one to two rounds of updates to ensure that any issues in the platform and the data are addressed. Beyond the platform being made public, there are opportunities to share some of the findings of the analysis in a different format that will support more guided interpretation, rather than open access and interactivity. An ESRI StoryMap may be an option to consider that would allow users to be guided through maps chosen by the team along with explanations of the data and interpretations provided.
-

8. Project Update - 2026

Since the initial phase of the project, work has advanced across multiple next-step priorities identified in Section 7 to support continuity and ongoing implementation of this project's work. These updates are summarized as follows.

Annual Data Updates: Several member municipalities within the Capital Regional District have provided updated data, which has been incorporated into the project's data pipelines and included in both the web application and databases shared with the CRD. Moving forward, annual updates can be completed by CRD staff by adding or replacing source files within the established folder structure and executing the relevant components of the delivered Python scripts.

Consolidated Archotyping: The project team reviewed land use classifications across all CRD member municipalities and consolidated them into a standardized set of archetypes. This unified classification has been delivered as a feature class within the ArcGIS Pro package. The archetype framework can be maintained and applied to future datasets as OCP updates are released.

Refining Layers in Deliverable: After review and discussions with the CRD, some layers within the delivered dataset were found to not be as effective as initially thought in their original form, and as a result have been changed or removed.

Layers affected by this include, but are not limited to;

- Improving the consolidated OCP land use layer to combine land uses in the Electoral Areas with land uses within member municipalities.
- Removing layers describing access within 15 mins on public transit, as it was found to not be as representative as the related layers describing access within 30 and 45 mins on public transit.

Although only some items identified in Section 7 (“Next Steps”) have been expanded upon, all actions discussed remain important to further enhance the long-term effectiveness and utility of the project outputs.

Appendix I - Figures

Figure 1. Snapshot of layers provided in the ArcGIS Pro Package showing the two “maps” (Analysis_Deliverable and Web_Product) and layers within the Analysis_Deliverable map.

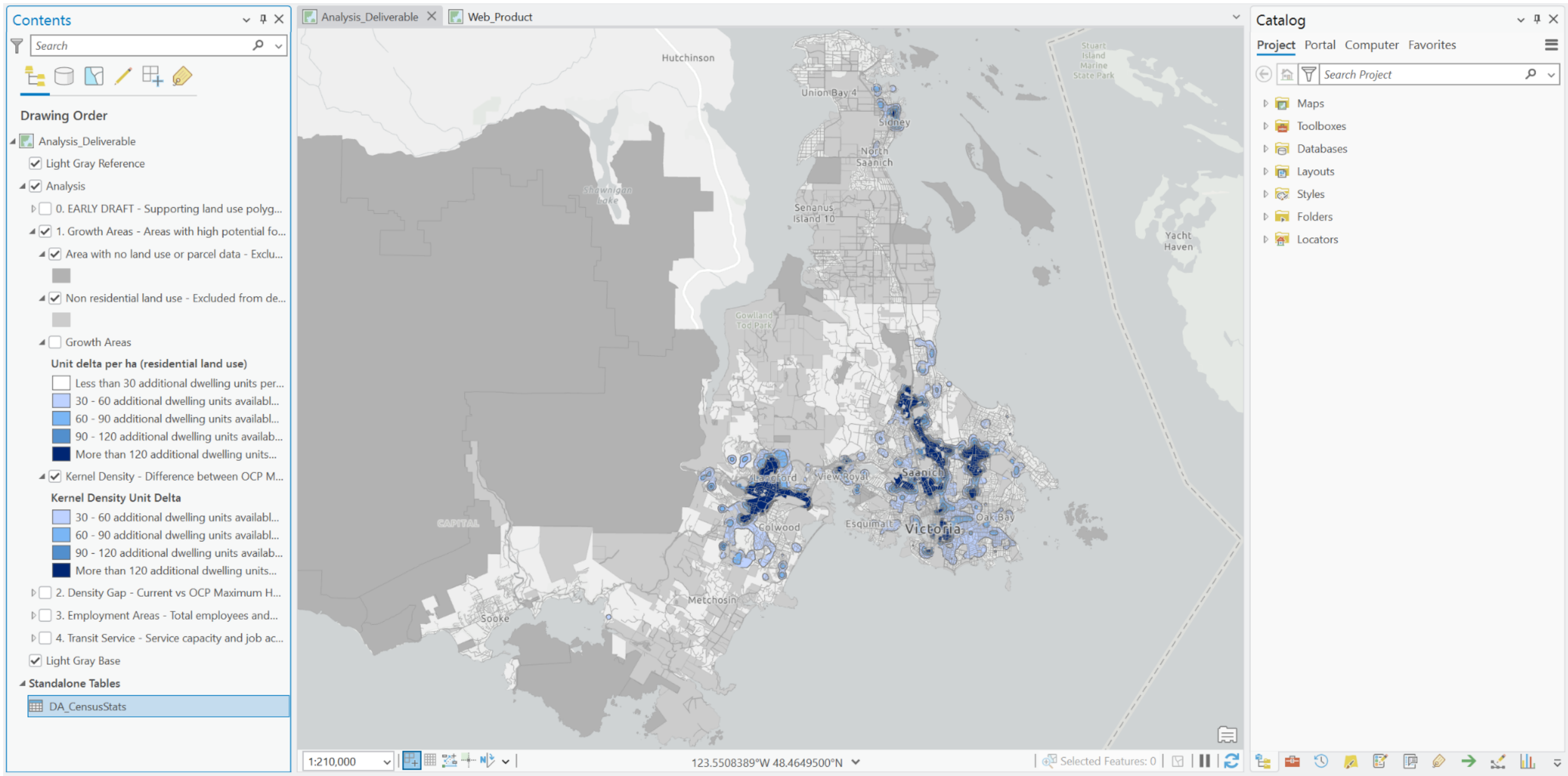


Figure 2. Snapshot of the interactive web product available to CRD municipalities as a consolidated data repository.

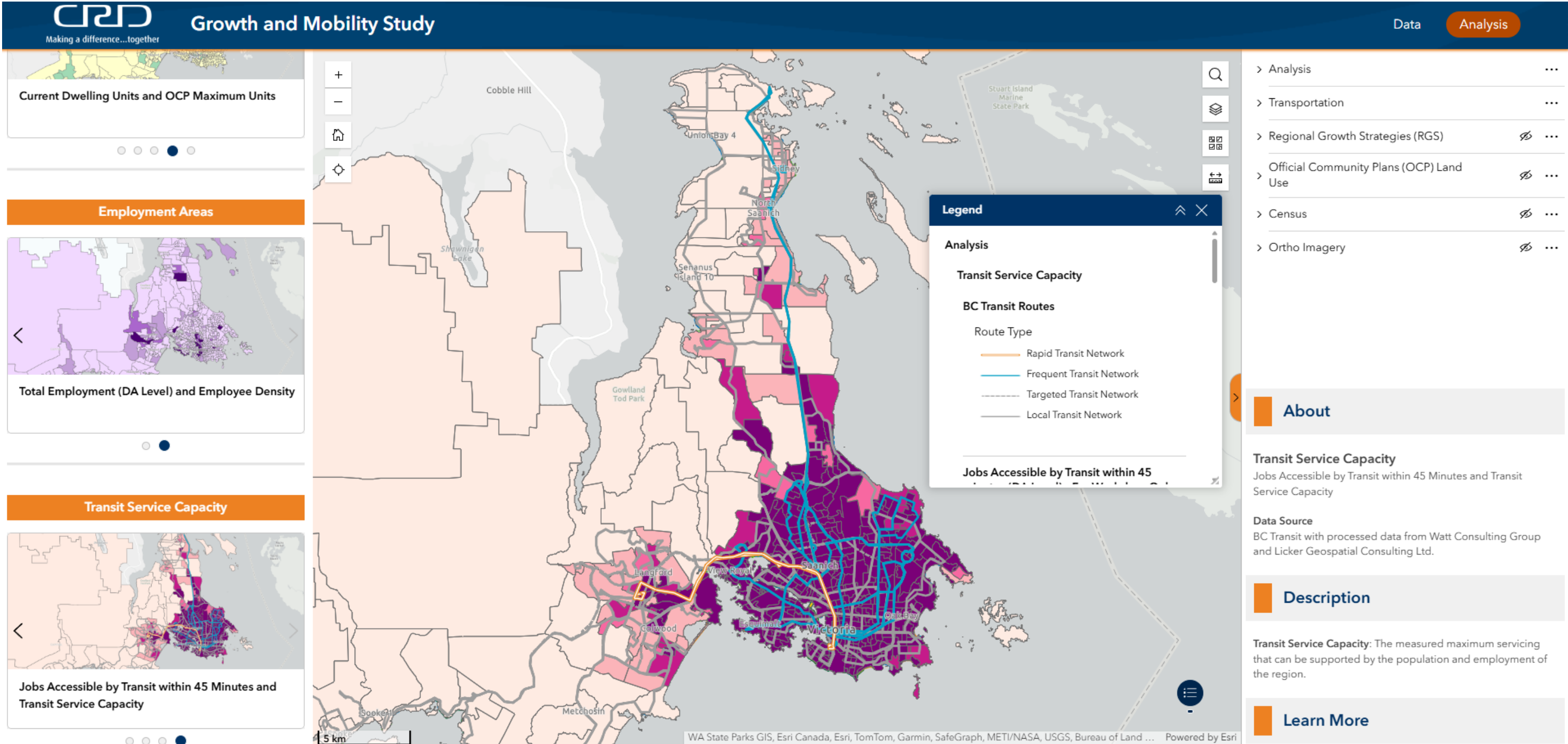


Figure 3. Growth areas identified across the region as areas with a high growth potential in housing density.

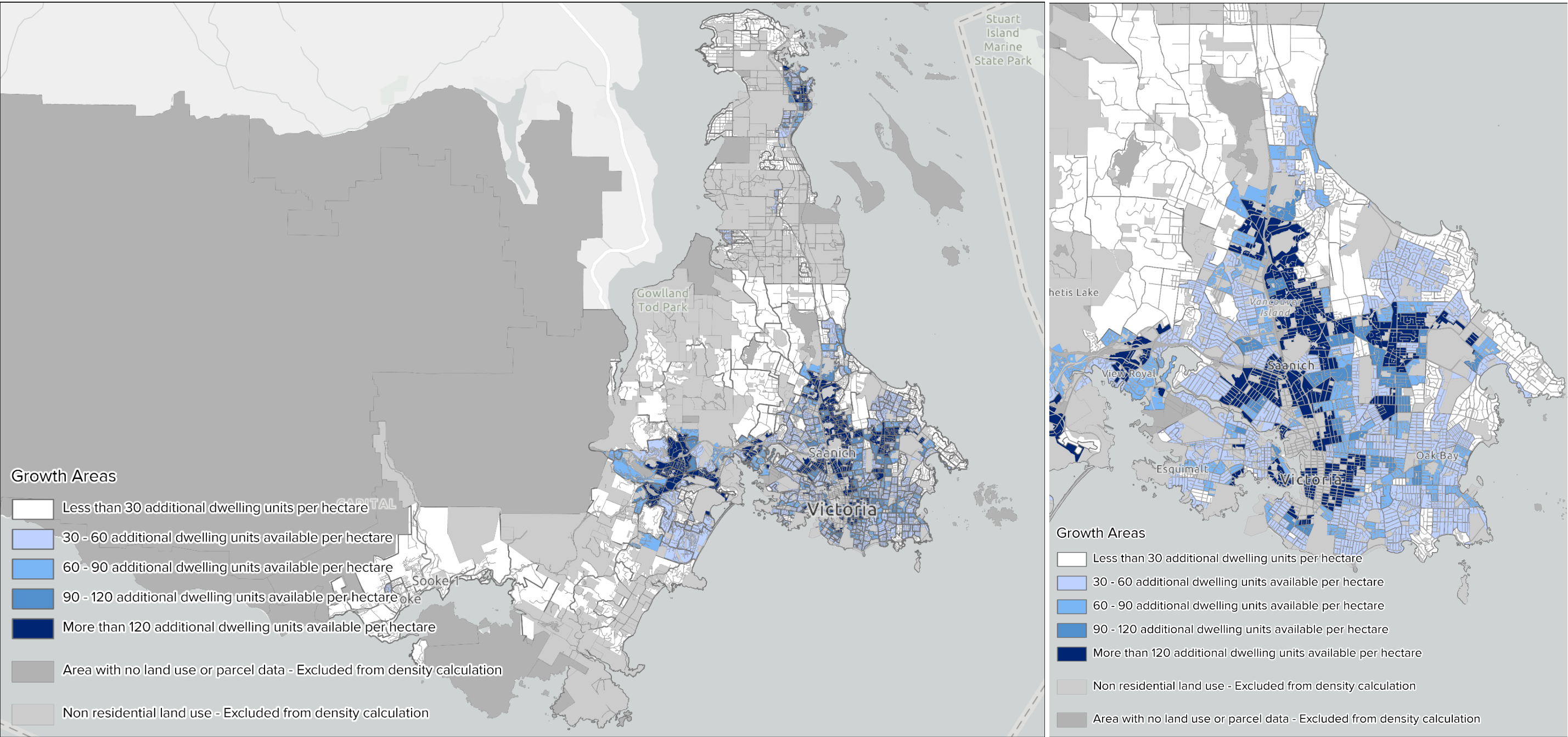


Figure 4. Map showing the absolute capacity across the region according to current OCP land use policies consolidated across all jurisdictions.

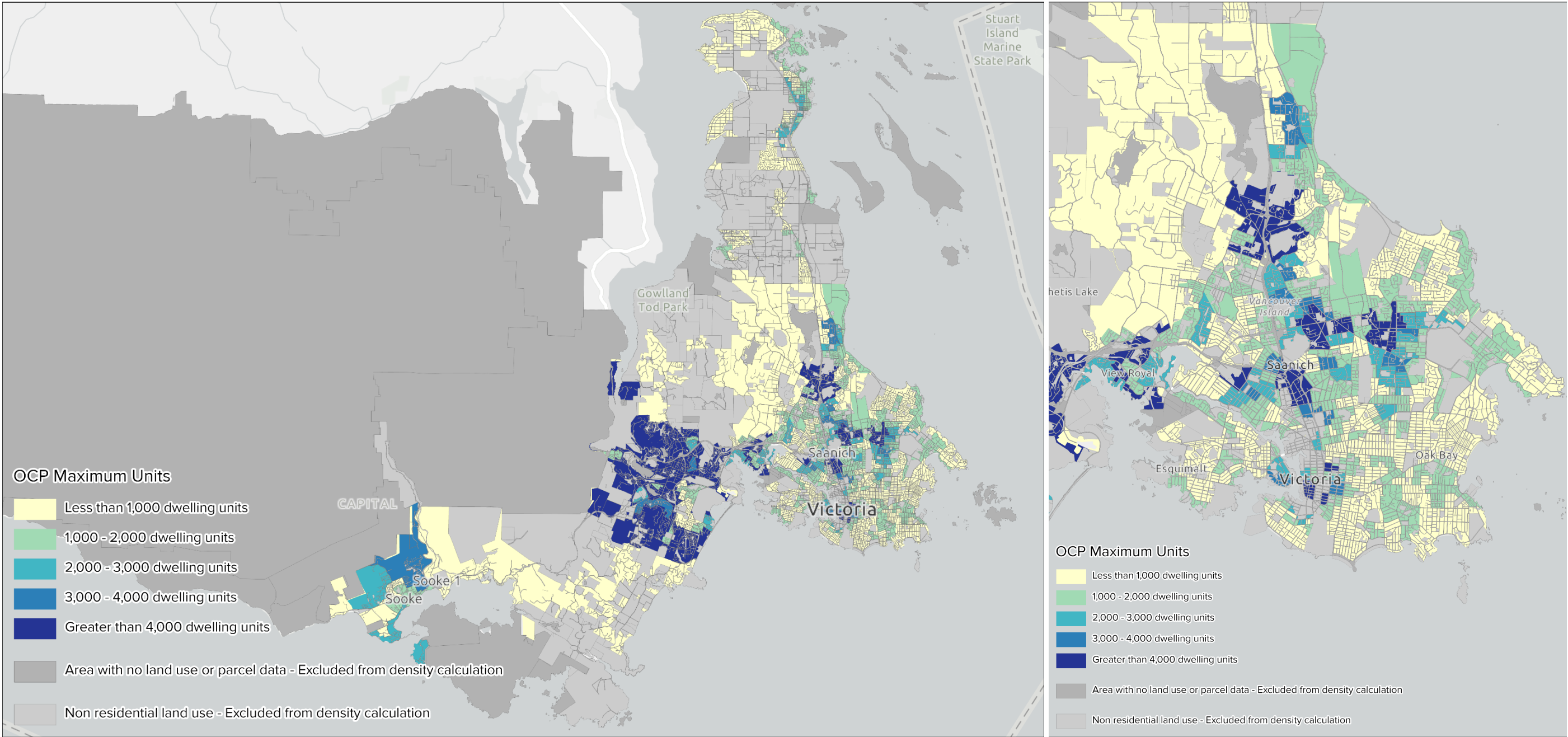


Figure 5. Total employment (2021) across the region from census.

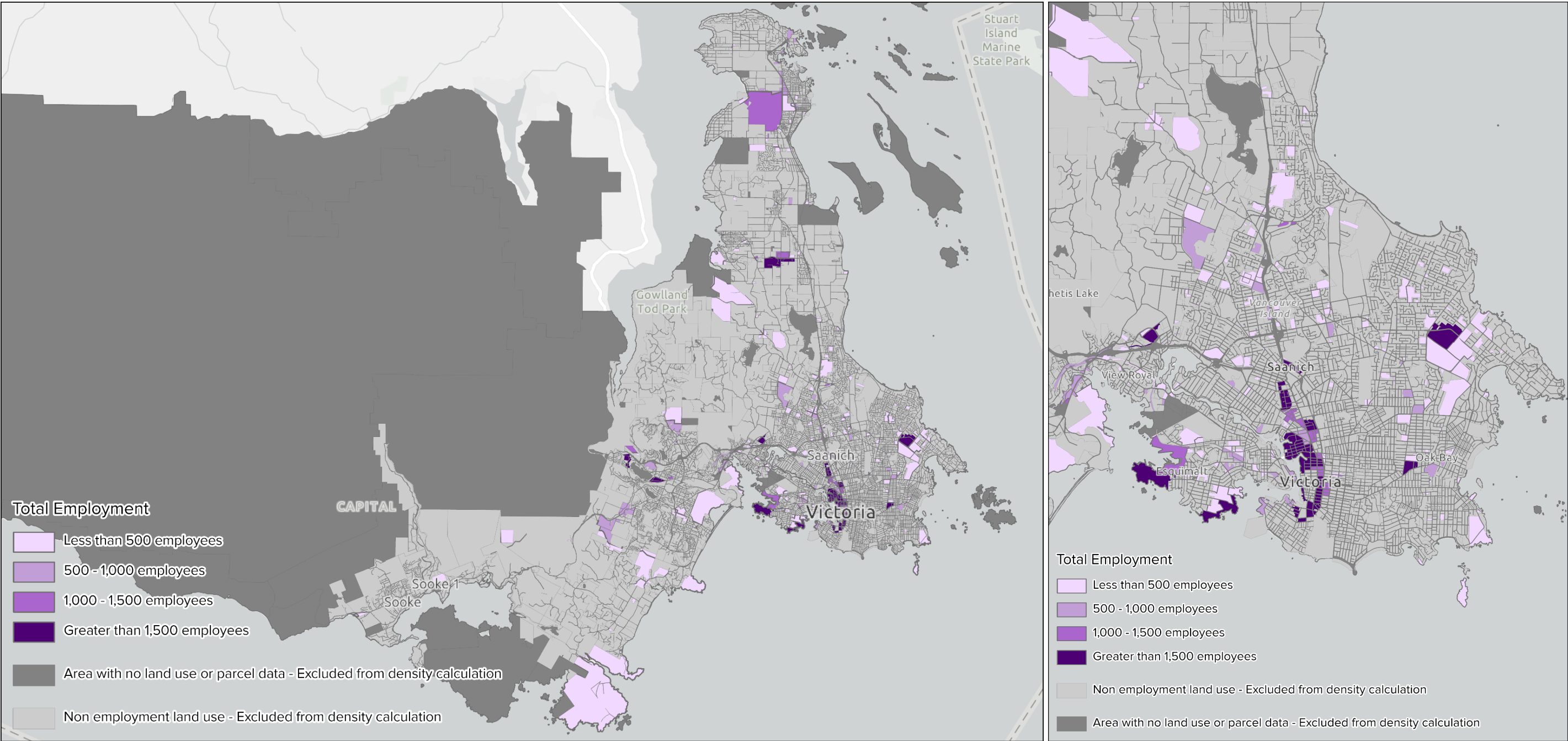


Figure 6. Map showing the current transit service and the highest level of service that could be supported given the combined population and employment density within each dissemination area.

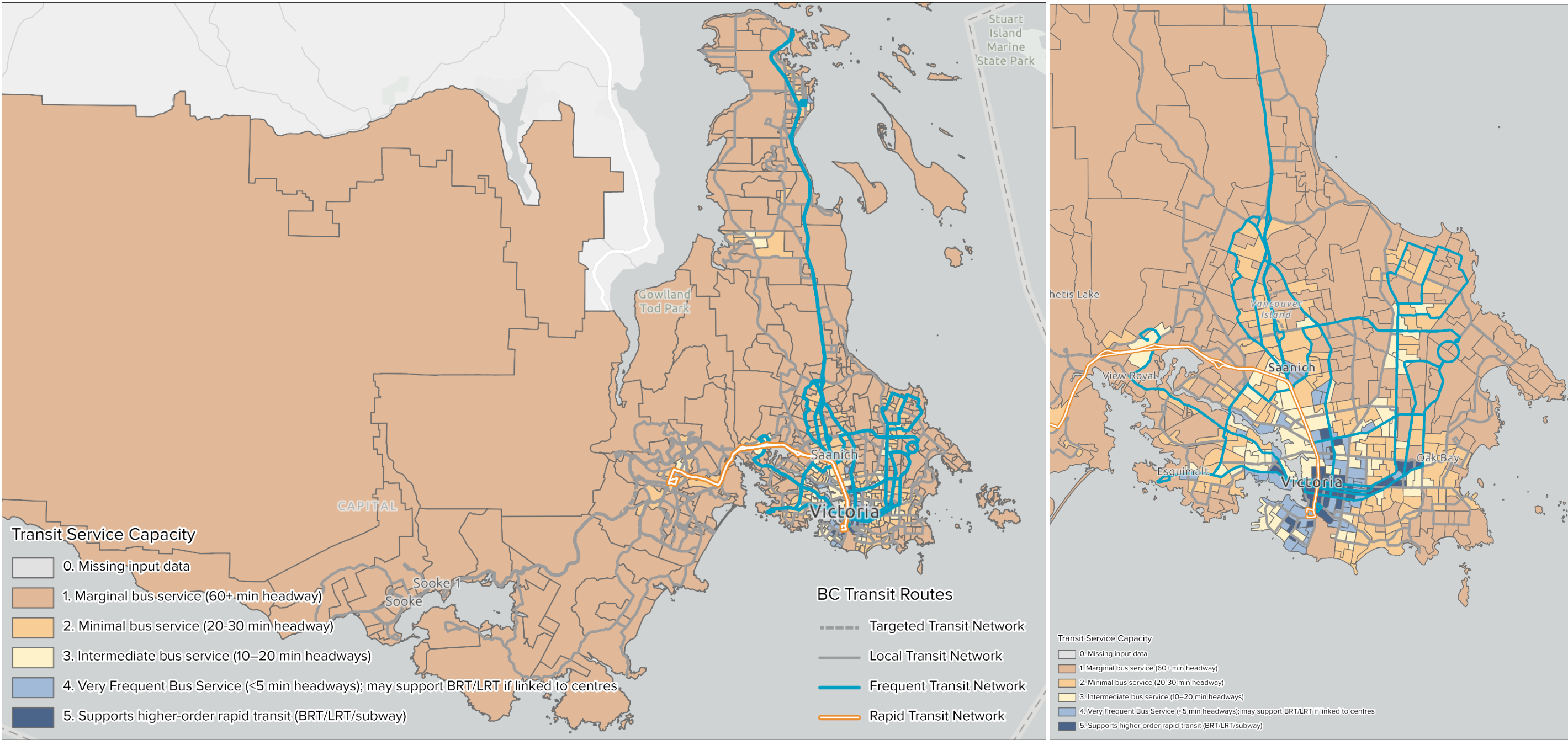


Figure 7. Map showing the number of jobs that the population within a given dissemination area can reach within a 30-minute transit trip.

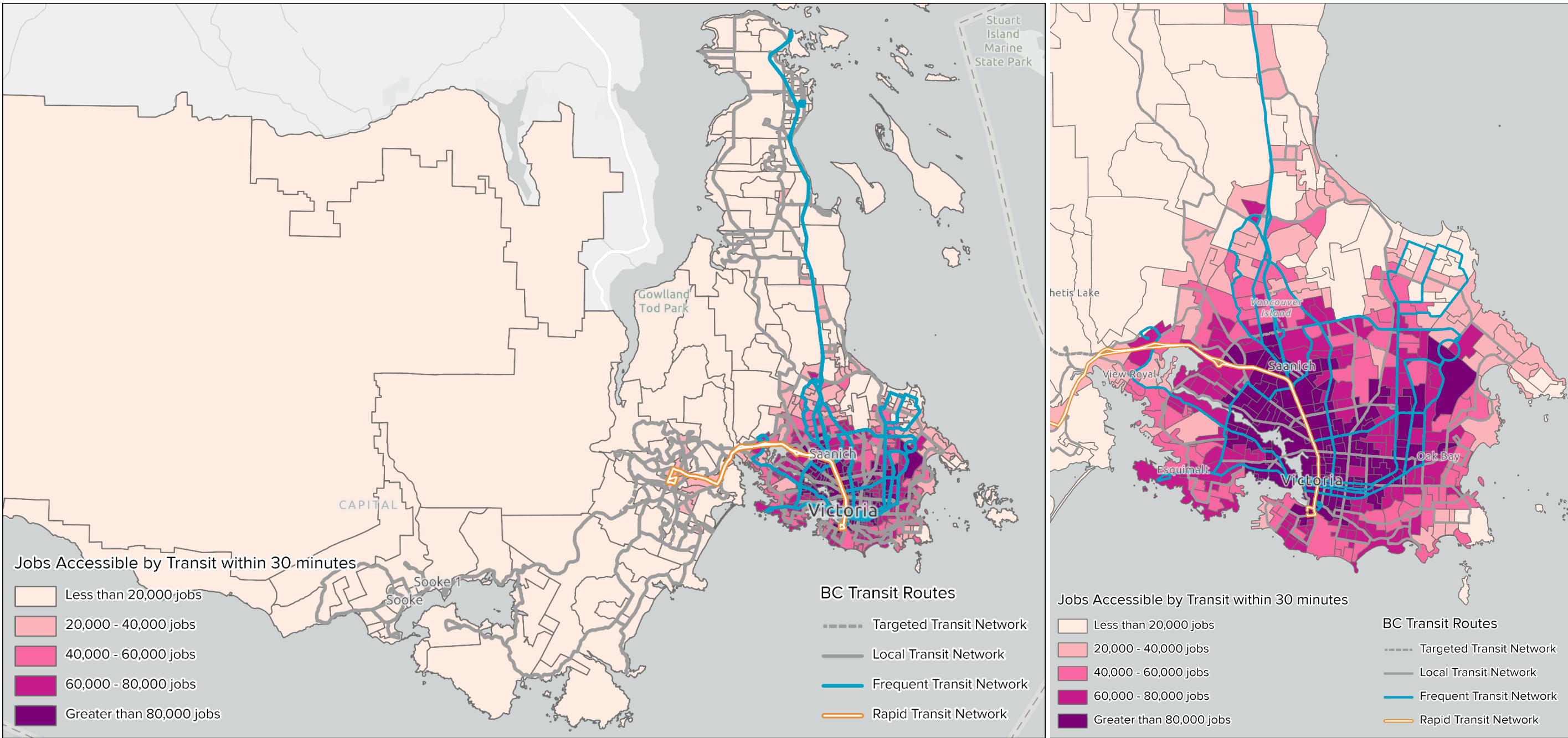
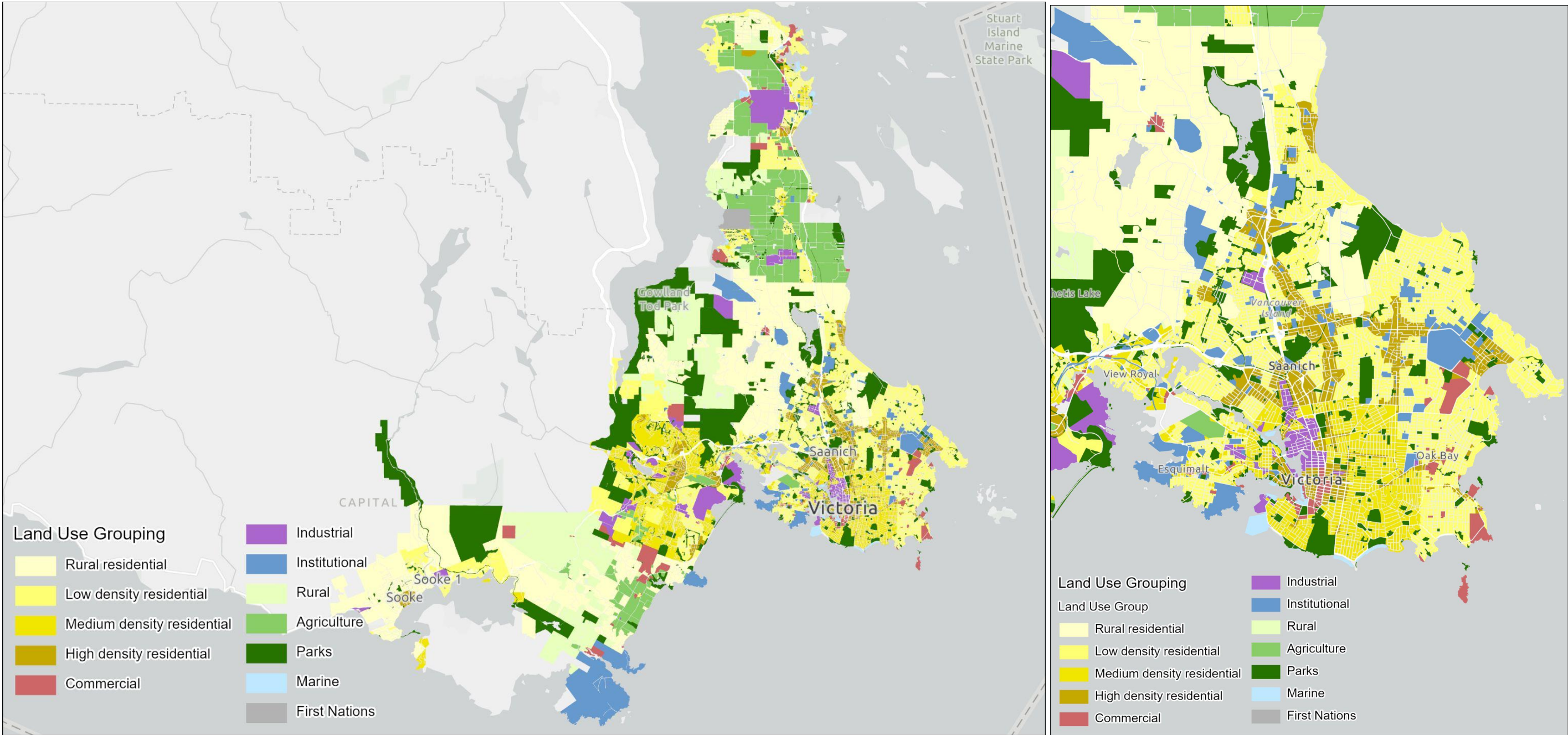


Figure 8. Consolidated OCP land use designations



Appendix II - Consolidated Land Use Groupings

Municipality	Land Use	Land Use Group	Land Use Category
Central Saanich	Agricultural	Agriculture	Other
Central Saanich	Arterial Commercial	Commercial	Employment
Central Saanich	Brentwood Bay Commercial/Mixed-Use	Medium density residential	Residential
Central Saanich	Civic/Institutional	Institutional	Employment
Central Saanich	Commercial/Mixed-Use	Medium density residential	Residential
Central Saanich	Commercial/Mixed Use	Commercial	Employment
Central Saanich	Ditch	No Data	Other
Central Saanich	First Nations Lands	First Nations	Other
Central Saanich	Industrial	Industrial	Employment
Central Saanich	Light Industrial	Industrial	Employment
Central Saanich	Main Corridor Development	Medium density residential	Residential
Central Saanich	Marine Shorelines DPA	Marine	Other
Central Saanich	Marine	Marine	Other
Central Saanich	Multi-Family Residential	Medium density residential	Residential
Central Saanich	None	No Data	Other
Central Saanich	Park	Parks	Other
Central Saanich	Ponds	Parks	Other

Central Saanich	Residential	Low density residential	Residential
Central Saanich	Riparian Development Permit Areas	Parks	Other
Central Saanich	Rural Agriculture	Agriculture	Other
Central Saanich	Rural Forest	Rural	Other
Central Saanich	Rural Shoreline	Rural	Other
Central Saanich	Small Commercial Nodes	Commercial	Employment
Central Saanich	Streams	Parks	Other
Central Saanich	Temporary Commercial	Commercial	Employment
Central Saanich	Terrestrial Sensitive Ecosystems DPA	Parks	Other
Central Saanich	Tourist Commercial	Commercial	Employment
Colwood	Agricultural Land Reserve	Agriculture	Other
Colwood	Colwood Corners	High density residential	Residential
Colwood	Hillside and Shoreline Neighbourhoods	Medium density residential	Residential
Colwood	Light Industrial	Industrial	Employment
Colwood	Metchosin and Lagoon Neighbourhood Hub	Commercial	Employment
Colwood	Mixed Use Employment Centre	Industrial	Employment

Colwood	Municipal Parks and Open Space (greater than 5ha)	Parks	Other
Colwood	Neighbourhood Centre	Medium density residential	Residential
Colwood	Neighbourhood	Low density residential	Residential
Colwood	Other Parks and Open Space (greater than 5ha)	Parks	Other
Colwood	Seaside Village	High density residential	Residential
Colwood	Transit Growth Area	Medium density residential	Residential
Esquimalt	Agricultural Land Reserve	Agriculture	Other
Esquimalt	Business	Industrial	Employment
Esquimalt	Commercial/Commercial Mixed-Use	Commercial	Employment
Esquimalt	English Inn Mixed-Use	Commercial	Employment
Esquimalt	Esquimalt Town Square	Medium density residential	Residential
Esquimalt	Federal Land	Institutional	Employment
Esquimalt	High Density Residential	High density residential	Residential
Esquimalt	Institutional	Institutional	Employment
Esquimalt	Low Density Residential	Low density residential	Residential

Esquimalt	Medium Density Residential	Medium density residential	Residential
Esquimalt	Neighbourhood Commercial Mixed-Use	Medium density residential	Residential
Esquimalt	None	No Data	Other
Esquimalt	Parks and Open Space	Parks	Other
Esquimalt	Public Utilities	Institutional	Employment
Esquimalt	RV Park Commercial	Commercial	Employment
Esquimalt	St. Peter and St. Paul	Institutional	Employment
Esquimalt	Townhouse Residential	Medium density residential	Residential
Forest	Managed	Rural	Other
Highlands	Amenity 1	Low density residential	Residential
Highlands	Amenity 2	Low density residential	Residential
Highlands	Amenity 3	Low density residential	Residential
Highlands	Commercial Industrial	Commercial	Employment
Highlands	Institutional	Institutional	Employment
Highlands	Rural	Rural	Other
Langford	Agricultural	Agriculture	Other
Langford	Business Park	Industrial	Employment
Langford	Complete Community	Medium density residential	Residential

Langford	Corridor	Medium density residential	Residential
Langford	Downtown	High density residential	Residential
Langford	Employment Lands	Industrial	Employment
Langford	Existing Neighbourhood Village	Medium density residential	Residential
Langford	Future Policy Area	Low density residential	Residential
Langford	Mid-Rise	Medium density residential	Residential
Langford	Moderate High-Rise	High density residential	Residential
Langford	Park or Institutional	Institutional	Employment
Langford	Park	Parks	Other
Langford	Parks & Green Space	Parks	Other
Langford	Urban Centre	High density residential	Residential
Metchosin	Agricultural	Agriculture	Other
Metchosin	Commercial Recreation	Commercial	Employment
Metchosin	Community Institutional	Commercial	Employment
Metchosin	Industrial	Industrial	Employment
Metchosin	Local Park	Parks	Other
Metchosin	Major Institutional Federal	Institutional	Employment
Metchosin	Public Park Open Space	Parks	Other

Metchosin	Rural Residential 1	Rural residential	Residential
Metchosin	Rural Residential 2	Rural residential	Residential
Metchosin	Rural	Rural residential	Residential
Metchosin	Upland	Rural	Other
Metchosin	Village	Low density residential	Residential
Mountain	Bear	Low density residential	Residential
North Saanich	Agricultural	Agriculture	Other
North Saanich	Commercial	Commercial	Employment
North Saanich	Community Use	Commercial	Employment
North Saanich	Country Residential	Rural residential	Residential
North Saanich	Educational Commercial	Commercial	Employment
North Saanich	General Residential	Low density residential	Residential
North Saanich	Industrial	Industrial	Employment
North Saanich	Marine Commercial	Commercial	Employment
North Saanich	Marine	Marine	Other
North Saanich	Multi-family Residential	High density residential	Residential
North Saanich	Park	Parks	Other
North Saanich	Rural	Rural	Other
North Saanich	Small Lot Residential	Low density residential	Residential
North Saanich	Special Agricultural	Agriculture	Other

North Saanich	Special Development Area Site 1 - Canoe Cove	Low density residential	Residential
North Saanich	Special Development Area Site 2 E. Saan/Cresswell	Low density residential	Residential
North Saanich	Special Development Area Site 3 - Baldwin Property	Low density residential	Residential
North Saanich	Special Development Area Site 4 - Deep Cove Chalet	Low density residential	Residential
North Saanich	Special Development Area Site 5 - Queen Mary Bay	Low density residential	Residential
North Saanich	Special Development Area Site 6 - 9344 Ardmore Dr	Low density residential	Residential
North Saanich	Victoria International Airport	Industrial	Employment
Oak Bay	Community Institutional	Commercial	Employment
Oak Bay	Corner Commercial - Mixed Use	Low density residential	Residential
Oak Bay	Established Neighbourhood	Low density residential	Residential
Oak Bay	Multi-Unit Residential	High density residential	Residential
Oak Bay	Oak Bay Village - Mixed Use	Low density residential	Residential
Oak Bay	Parks	Parks	Other

Oak Bay	Resort Hotel	Commercial	Employment
Oak Bay	Secondary Village - Mixed Use	Low density residential	Residential
Oak Bay	Specialized Commercial	Commercial	Employment
Oak Bay	Uplands	Low density residential	Residential
Residential	Rural	Rural residential	Residential
Saanich	Industrial Land	Industrial	Employment
Saanich	Institutional Land	Institutional	Employment
Saanich	Knowledge Centre	Institutional	Employment
Saanich	Neighbourhood Hub	High density residential	Residential
Saanich	Neighbourhood	Low density residential	Residential
Saanich	Park	Parks	Other
Saanich	Primary Growth Area	High density residential	Residential
Saanich	Rural Area	Rural residential	Residential
Saanich	Rural Village	Commercial	Employment
Saanich	Neighbourhood	Low density residential	Residential
Servicing	Highlands	Low density residential	Residential
Sidney	Airport Commercial	Commercial	Employment
Sidney	Downtown Commercial	Medium density residential	Residential
Sidney	Harbour Road Marine	Marine	Other

Sidney	Institutional	Institutional	Employment
Sidney	Intensive Neighbourhood Residential	Low density residential	Residential
Sidney	Marine	Marine	Other
Sidney	Multi-Unit Residential	Medium density residential	Residential
Sidney	Neighbourhood Commercial	Commercial	Employment
Sidney	Neighbourhood Residential	Low density residential	Residential
Sidney	Neighbourhood Townhouse	Low density residential	Residential
Sidney	Park	Parks	Other
Sidney	West Side Industrial	Industrial	Employment
Sidney	West Sidney Mixed Use Village	Low density residential	Residential
Sooke	AGRICULTURAL	Rural residential	Residential
Sooke	COMMUNITY RESIDENTIAL	Low density residential	Residential
Sooke	COMPREHENSIVE DEVELOPMENT	Medium density residential	Residential
Sooke	GALLOPING GOOSE TRAIL	Parks	Other
Sooke	GATEWAY RESIDENTIAL	Low density residential	Residential

Sooke	INDUSTRIAL	Industrial	Employment
Sooke	PARK	Parks	Other
Sooke	RURAL RESIDENTIAL	Rural residential	Residential
Sooke	TECHNICAL INDUSTRIAL	Industrial	Employment
Sooke	TOWN CENTRE	High density residential	Residential
Victoria	Employment with Limited Residential	Industrial	Employment
Victoria	General Employment	Industrial	Employment
Victoria	Housing Opportunity	High density residential	Residential
Victoria	Industrial	Industrial	Employment
Victoria	Large Urban Village	High density residential	Residential
Victoria	Light Ind. Employment with Limited Residential	Industrial	Employment
Victoria	Marine - General	Marine	Other
Victoria	Marine - Harbour	Marine	Other
Victoria	Marine Industrial	Industrial	Employment
Victoria	Mixed Residential	Medium density residential	Residential
Victoria	Public Facilities, Parks and Open Space	Parks	Other
Victoria	Rail Corridor	Institutional	Employment
Victoria	Small Urban Village	Medium density residential	Residential

Victoria	Town Centre	Medium density residential	Residential
Victoria	Traditional Residential	Medium density residential	Residential
Victoria	Urban Core Business	Commercial	Employment
Victoria	Urban Core Employment	Industrial	Employment
Victoria	Urban Core Historic	High density residential	Residential
Victoria	Urban Core Inner Harbour/Legislative	Commercial	Employment
Victoria	Urban Core Residential	High density residential	Residential
Victoria	Urban Core Songhees Residential	High density residential	Residential
Victoria	Urban Residential	Medium density residential	Residential
Victoria	Public Facilities, Parks and Open Space	Parks	Other
View Royal	Commercial	Commercial	Employment
View Royal	Community Facility	Institutional	Employment
View Royal	Intensive Mixed-Use	Medium density residential	Residential
View Royal	Large Lot Residential	Low density residential	Residential
View Royal	Mixed Residential	Medium density residential	Residential
View Royal	Neighbourhood Mixed-Use	Medium density residential	Residential

View Royal	Park	Parks	Other
View Royal	Residential	Low density residential	Residential
View Royal	Rural	Rural	Other

Appendix III - Analysis Layer Data Dictionary

Dissemination Area Attributes

Field Name	Description	Source	Report Section
DAUID	Unique identifier from Census Canada for DA	Census Canada	N/A
DGUID	Broader unique identifier from Census Canada for a DA	Census Canada	N/A
LANDAREA	The DAs area in square kilometres	Census Canada	N/A
PRUID	Province specific unique identifier	Census Canada	N/A
DAUID_Num	DA stored as a number	Census Canada	N/A
Population_2021	The 2021 population estimate of the DA	Census Canada	Transportation
Total_Empl	The 2021 employee estimate of the DA	Census Canada	Employment Areas, Transportation
num_bus_stops	Number of bus stops present in the DA	BC transit (LGeo derived)	Transportation
avg_wait_mins_Thu_peak_mean	The average wait time on a Thursday for a bus in the DA	BC transit (LGeo derived)	Transportation
JOBS_15_TRANSIT	The number of jobs that can be reached from a DA within 15 minutes on transit	BC transit (LGeo derived)	Transportation
JOBS_30_TRANSIT	The number of jobs that can be reached from a DA within 30 minutes on transit	BC transit (LGeo derived)	Transportation
JOBS_45_TRANSIT	The number of jobs that can be reached from a DA within 45 minutes on transit	BC transit (LGeo derived)	Transportation
Shape_Area_ha	The area of the DA in hectares	LGeo derived	N/A
TransitLevel	The result of the estimated transit level	LGeo derived	Transportation

	support analysis		
NosUnits	The current number of units in the DA	BC assessment (LGeo derived)	Growth Areas, Density Gap
AbsoluteUnits	The maximum number of units allowed by OCP land use in the DA	LGeo derived	Growth Areas, Density Gap
Unit_Delta	The difference between the maximum number of units and the current number of units	LGeo derived	Growth Areas, Density Gap
Emp_per_ha	Employees per hectare in the DA	LGeo derived	Employment Areas
ResidentialArea_ha	Residential land use area in the DA in hectares. Used for density calculations	LGeo derived	Growth Areas, Density Gap
EmploymentArea_ha	Non residential land use area within the DA in hectares. Used for density calculations	LGeo derived	Growth Areas, Density Gap
NosUnits_per_ha	Current unit density. Units per residential land use area	LGeo derived	Growth Areas, Density Gap
AbsoluteUnits_per_ha	OCP maximum unit density. Units per residential land use area	LGeo derived	Growth Areas, Density Gap
UnitDelta_per_ha	Difference between the current unit density and the OCP maximum unit density	LGeo derived	Growth Areas, Density Gap

Parcel Attributes

Field Name	Description	Source
Stack_ID	Parcel unique identifier	LGeo Derived
Jurisdiction	Unique Jurisdiction code from BC Assessment.	BC Assessment 2025
MUNICIPALITY	Name of the Municipality for which the parcel is within	BC Assessment 2025
CivicAddress	Address of the parcel	BC Assessment 2025

PID	Parcel Identification Number - Used as another join field to get the BIR onto the parcels	BC Assessment 2025
PrimAUC	Primary actual use code, used as a basis for creating the current residential archetypes	BC Assessment 2025
YearBuilt	Year that the building on the parcel was built	BC Assessment 2025
EffectiveYear	Year that the building on the parcel was built or renovated	BC Assessment 2025
TotalArea	One of the fields that contributes to the ResidentialFA_sqft	BC Assessment 2025
StrataUnitArea	One of the fields that contributes to the ResidentialFA_sqft	BC Assessment 2025
FoundationArea	One of the fields that contributes to the ResidentialFA_sqft	BC Assessment 2025
NosUnits	The number of residential units currently on the parcel	BC Assessment 2025
NonRes_NosUnits	The number of non residential units currently on the parcel	BC Assessment 2025
Occupancy	Used as a basis for creating the current residential archetypes	BC Assessment 2025
MCC	Manual class code, Used as a basis for creating the current residential archetypes	BC Assessment 2025
MCC_Code_Map	Manual class code categorized as an archetype	BC Assessment 2025
ExistingUnits_APT	Current units split out to only apartments	BC Assessment 2025
ExistingUnits_GO	Current units split out to only ground oriented	BC Assessment 2025
ExistingUnits_SFD	Current units split out to only single family dwellings	BC Assessment 2025
ExistingUnits_Suite	Current units split out to only secondary suites	BC Assessment 2025
LandAssessment	Land assessment value of the parcel	BC Assessment 2025
BuildingAssessment	Building assessment value of the parcel	BC Assessment 2025
TotalAssessment	Total assessment value of the parcel	BC Assessment 2025

GBA	Gross buildable area. One of the fields that contributes to the NonResidentialFA_sqft	BC Assessment 2025
GLA	Gross leaseable area. One of the fields that contributes to the NonResidentialFA_sqft	BC Assessment 2025
NLA	Net leaseable area. One of the fields that contributes to the NonResidentialFA_sqft	BC Assessment 2025
ResidentialFA_sqft	Current estimate of residential square foot of floor space on the parcel	LGeo Derived from BC Assessment
NonResidentialFA_sqft	Current estimate of non residential square foot of floor space on the parcel	LGeo Derived from BC Assessment
ResArchetypeCurrentDet	Current detailed residential archetype on a parcel	LGeo Derived from BC Assessment
ResArchetypeCurrent	Current residential archetype of housing on a parcel	LGeo Derived from BC Assessment
ICIArchetypeCurrentDet	Current detailed non residential archetype on a parcel	LGeo Derived from BC Assessment
ICIArchetypeCurrent	Current non residential archetype on a parcel	LGeo Derived from BC Assessment
ALR_Flag	Binary 'flag' for parcels in the ALR. 1 = Yes	LGeo Derived
AbsoluteBuiltFlag	Filled with a 1 if density can be increased on a parcel under the land use designation assumptions	LGeo Derived
AbsoluteUnits	The maximum number of units that can be built on the parcel under current land use designation	LGeo Derived
AbsoluteArchetype	The residential archetype of housing that can built to achieve the most units on the parcel	LGeo Derived
AbsoluteArchetypeDetailed	Detailed description of AbsoluteArchetype	LGeo Derived
AbsoluteBuildoutResult	Text explanation of why a particular buildout result happened	LGeo Derived
BuildableArea	The area on the parcel which can development can be built on.	LGeo Derived
isConstrained	Flag describing if the parcel is constrained, meaning no future units will build out. 1 = yes	LGeo Derived
Bill47_Tier	Describing which tier of Bill 47 applies to the parcel	LGeo Derived
Compound_Key	Two part key including the land use for the parcel, and the municipality. Key link to the assumptions spreadsheet	LGeo Derived
LandUseName	The land use of the parcel. This is the first part of Compound_Key	LGeo Derived

Route95_Flag	Flag field for parcels on the 95 Bus Route. 1 = Yes. 6 Unit SSMUH are allowed on this route	LGeo Derived
Unit_Delta	The difference between current number of units and the maximum allowed.	LGeo Derived

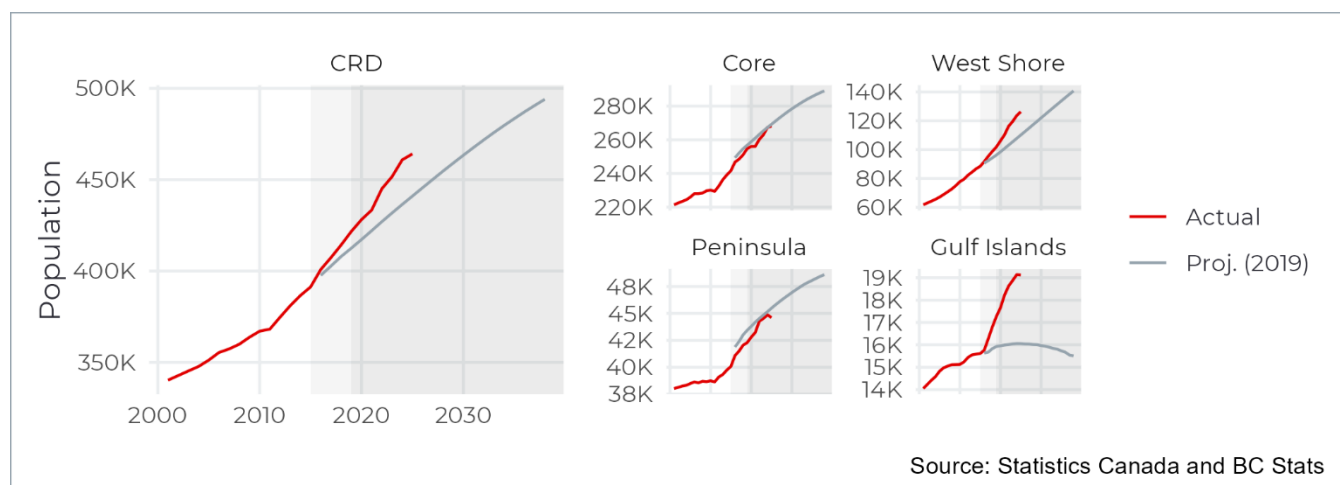
CAPITAL REGIONAL DISTRICT

POPULATION PROJECTIONS OVERVIEW

KEY TAKEAWAYS

- Higher-than-projected growth in the CRD since 2019 went disproportionately to the West Shore communities; the Core and Peninsula subregions saw near-expected levels of growth.
- More rapid than projected growth was driven by strong increases in migration, most dramatically from non-permanent residents and immigration.
- Preliminary 2026 projections are similar to those produced by BC Stats at the region-wide level, while Statistics Canada's projections are lower.
- Preliminary 2026 projections show a short-term decline in population, driven by sharp outflows of non-permanent residents (e.g. international students). Subsequent growth is projected to occur at more modest rates.
- Fundamentals will support or hinder growth in the region: a high cost of living and a weak labour market will be headwinds, while improvements in these areas could enable growth.
- Aging will have major impacts on the pattern of growth, but will also have important implications for things like healthcare and the labour market.

Figure 1: The CRD has seen stronger-than-projected growth, led by the West Shore communities



HISTORICAL GROWTH

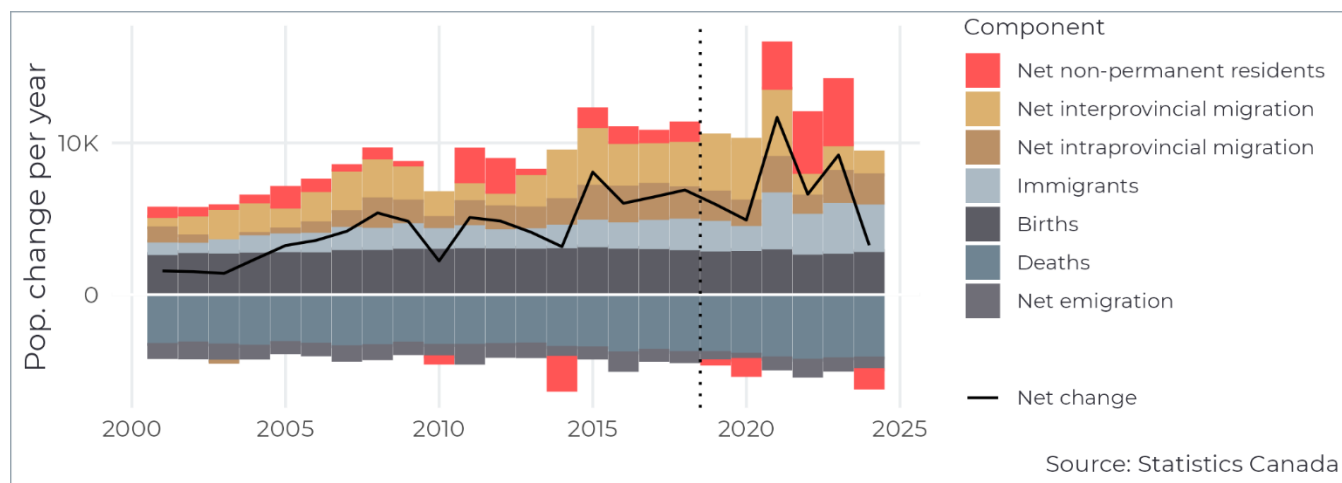
Population in the CRD grew from an estimated 401,000 in 2016 to 464,000 in 2025, an increase of 16% as compared to the 11% growth estimated / projected in 2019. This more-rapid growth was led by the West Shore communities (as well as the Gulf Islands, to a lesser extent), which grew substantially more rapidly than projected.

Within a region, where growth occurs is tightly tied to residential development patterns – influenced by both development economics as well as municipal policy. Over the recent period, the West Shore communities (most notably Langford) have seen rapid development, as they've seen a relatively high pace of construction.

Region-wide growth was stronger than projected behind continued strong domestic migration (within BC and from elsewhere in Canada), as well as strong international migration. Over the 2000 to 2024 period in particular, the Capital Region saw very strong growth led by spikes in international migration, from both temporary (non-permanent) residents as well as immigration (permanent residents). These increases were over and above the already historically high pace of growth seen in the Capital Region from roughly 2014 through 2019.

This rapid immigration and temporary-resident driven growth happened in centres across the country. In response to this rapid growth, the federal government has reduced the pace of immigration and is seeking to rebalance the number of temporary residents in Canada. These policy changes are expected to lead to reduced growth in many areas, including in the CRD. Some of the impacts can be seen emerging in the data, with a net outflow of temporary residents in 2024-2025 (see Figure 2). This will stabilize once non-permanent targets are achieved.

Figure 2: High regional (and national) growth in recent years was driven by spikes in international migration



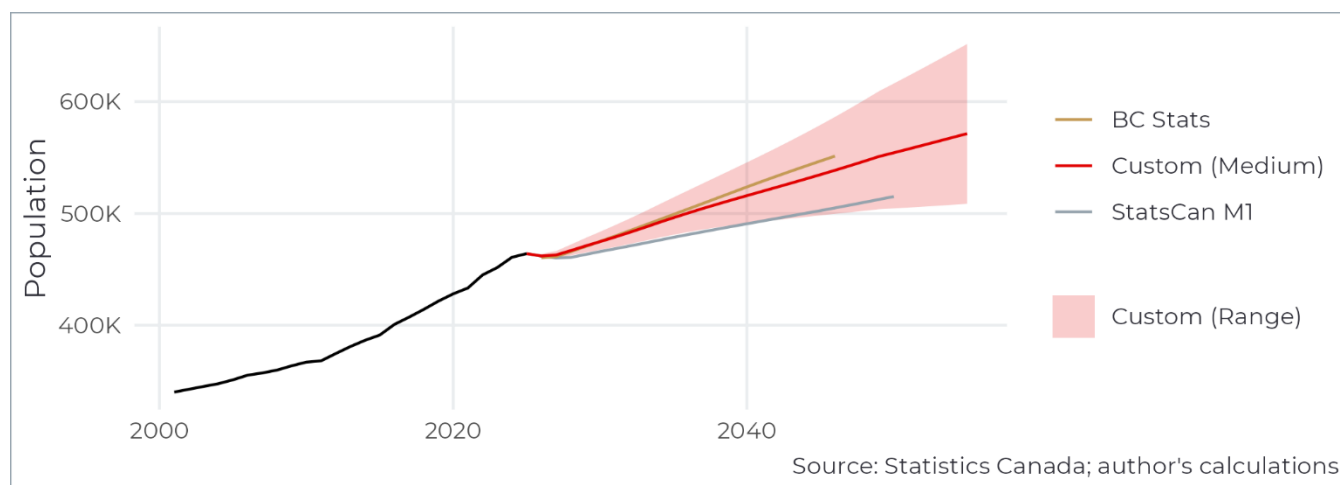
FUTURE GROWTH

PROJECTIONS

Preliminary population projections have been developed out to 2055, with these projections intended to support growth and transportation planning in the CRD. These projections show a brief decline in population in the early years but show the Capital Region growing from 464,000 in 2025 to 571,000 in 2055 under a “medium” scenario. In this scenario the CRD is anticipated to reach 500,000 in the mid 2030’s. However, alternative patterns in the contributors to growth could lead to a much smaller increase (509,000 or less), or much greater (652,000).

The preliminary custom projections are distinct from BC Stats and Statistics Canada’s projections: BC Stats shows quite similar levels of growth to 2046, while Statistics Canada’s “Medium-growth (M1)” scenario shows substantially lower growth over much of the projection horizon. Across sources, the projected rate of growth is substantially lower than that seen in recent years.

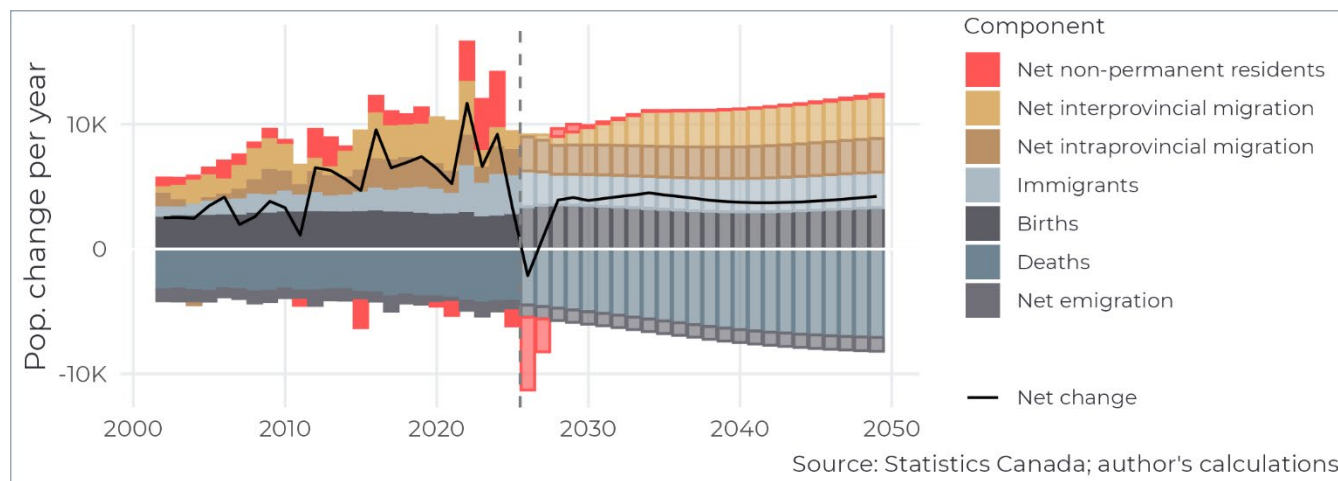
Figure 3: Immediate-term declines are projected to be followed by a return to (more modest) growth



These preliminary projections are based on historical patterns of growth during different periods (e.g. in periods of relatively high or low westward migration from Ontario), patterns in fertility and mortality, as well as an interpretation of the previously mentioned immigration levels plan.

The breakdown of the custom projections by the “component” (births, deaths, specific types of migration) supports examination of how various patterns of growth may influence the trajectory of growth in the region.

Figure 4: A "medium" scenario projects a moderation in the CRD's pace of growth, sustained by balanced in-migration, and weighed down by higher mortality with an aging population



The "medium" scenario has a few notable characteristics:

- A brief but sharp outflow of non-permanent residents in the 2025-2027 period
- A return to long-term patterns of inter-provincial migration to BC and the Capital Region in (after a decline in these flows in recent years, possibly owing to affordability challenges)
- Mortality is expected to increasingly weigh on growth, owing to an aging population

The range of possible outcomes is informed by deviations across these components: higher immigration, or a resurgence in westward migration could see much stronger growth, while slow interprovincial migration (or even net out-migration), for example, could lead to much slower growth, with aging leading even to a plateauing population level.

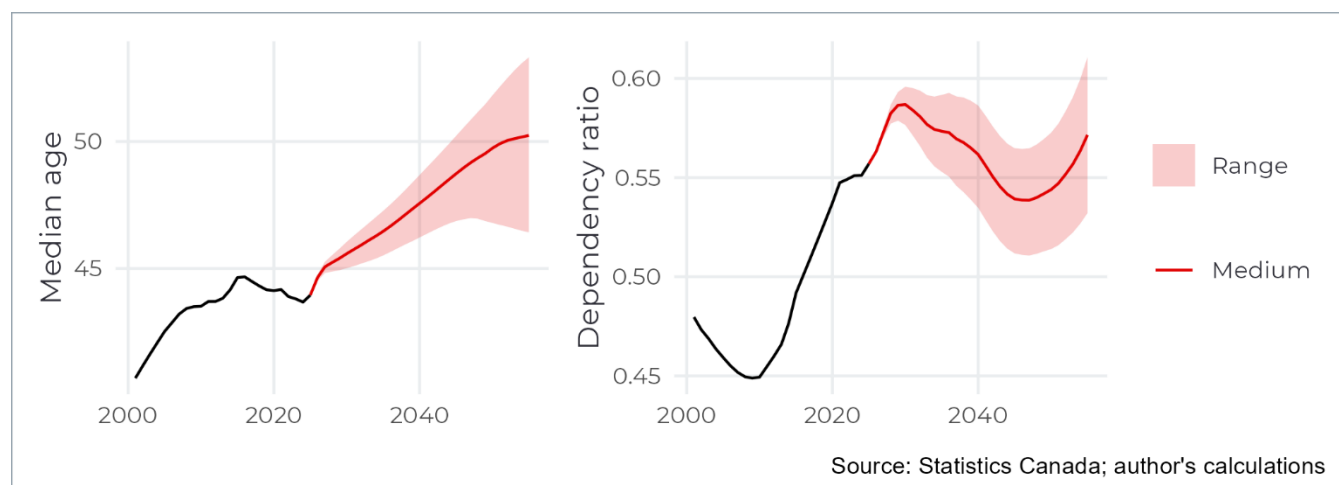
CONSIDERATIONS

Many factors will influence the patterns of growth which will play out in the Capital Region over the next 30 years, the following being just some of those likely to be most impactful:

- Relatively high housing costs may encourage residents or potential residents to consider less expensive markets. Conversely, progress on housing affordability may support higher growth – attracting new residents, and making it easier to retain existing ones.
- A weak labour market in BC (especially for younger age groups) may make moving to or settling in the Capital Region more difficult. Changes in provincial public sector employment will have an outsized impact on the region's economy, and could influence growth patterns. On the other hand, increased defence spending is likely to increase investment (and opportunity) in the region via Canadian Forces Base Esquimalt.
- Federal immigration policy may be loosened, leading to higher population growth, or it may take longer to operationalize, preventing a short-term decline.

The population projection process provides a window into the likely pattern of aging. Aging will itself alter the growth patterns of the region, magnifying the impacts of mortality, diminishing fertility, and likely also reducing migration (as younger people are typically more likely to migrate). Additionally, an older population will have greater need for health care and adjacent services, and will typically see fewer workers per resident.

Figure 5: The CRD is projected to see substantial aging, and a lower proportion of the population being of working age



The dependency ratio (which expresses the number of children and seniors relative to those of working age) is expected to increase in the short term owing to lower migration (of typically working-age people), stabilize as migration returns and as mortality in the Baby Boomer cohort slows the growth in the number of seniors, and then to increase over the long term as the population continues to age. Having more fewer workers per people can pose challenges for the economy in general, for public sector budgets, and for provision of public services.

June 9, 2026

LEGISLATIVE AND MUNICIPAL POLICY SUMMARY

Since adoption of the Regional Growth Strategy (RGS) in 2018, provincial legislation and municipal policy have significantly reshaped how growth, housing, and infrastructure are planned. These changes have implications for growth patterns, transportation demand, and servicing requirements that were not fully anticipated in the current RGS.

An RGS update would allow these changes to be considered collectively, support alignment across jurisdictions, and ensure regional policy reflects current conditions.

PROVINCIAL LEGISLATIVE CHANGES

Since 2018, provincial legislation has significantly changed how housing, density, and infrastructure are planned. Recent legislation has accelerated housing delivery, enabled more density in urban and transit-served areas, and increased provincial direction in local planning. These changes are influencing where and how growth occurs, with implications for transportation demand, infrastructure planning, and regional coordination.

Bill 18 (2019) Municipal Affairs and Housing Statutes Amendment Act

- Requires municipalities to prepare Housing Needs Reports on a regular cycle
- Assesses housing demand, population trends, and affordability
- Informs OCPs and land use decisions

Implications:

- Strengthens evidence-based planning
- Increases expectations for housing supply responsiveness

Bill 16 (2022) Transportation Amendment Act

- Establishes the legislative basis for Transit-Oriented Development (TOD)
- Enables provincial influence over land use and density near major transit infrastructure

Implications:

- Reinforces integration of land use and transportation planning
- Signals increased provincial influence on growth along corridors

Bill 43 (2022) Housing Supply Act

- Enables provincial housing target orders for municipalities
- Includes enforcement mechanisms where targets are not met

Implications:

- Accelerates housing delivery timelines
- Reduces local discretion over the pace of growth
- Increases pressure on infrastructure and services

Bill 44 (2023) Housing Statutes (Residential Development) Amendment

- Enables small-scale multi-unit housing (SSMUH) in urban areas
- Supports increased density near transit corridors and in growing communities
- Streamlines approvals and updates housing planning requirements

Implications:

- Expands density across a broader range of neighbourhoods
- Shifts growth patterns beyond traditional centres and corridors

Bill 46 (2023) Development Financing

- Introduces Amenity Cost Charges (ACCs) and expands eligible infrastructure categories

Implications:

- Improves tools for funding growth-related infrastructure
- Supports more comprehensive cost recovery

Bill 47 (2023) Transit-Oriented Areas (TOA)

- Required municipalities to designate *Transit-Oriented Areas* around major transit hubs.
- Sets minimum densities and limits restrictions on development

Implications:

- Concentrates growth in transit-accessible areas
- Supports transit investment and reduces reliance on private vehicles

Bill 16 (2024) Planning and Housing Amendments

- Expanded and clarified *inclusionary zoning* powers, allowing municipalities to require affordable housing units in new developments.
- Strengthens links between development and infrastructure servicing

Implications

- Enhances ability to deliver affordable housing
- Improves coordination between growth and infrastructure

Overall Direction of Province

Since 2018, provincial policy has increasingly focused on:

- Accelerating housing supply
- Enabling density, particularly in urban and transit-served areas
- Reducing regulatory barriers
- Strengthening infrastructure funding tools
- Increasing provincial oversight of municipal planning

Implications for the RGS:

These changes alter growth assumptions, increase the pace and distribution of development, and require stronger alignment between regional policy, municipal planning, and infrastructure investment.

MUNICIPAL POLICY AND OCP UPDATES

Since 2018, municipalities across the CRD have updated OCPs in response to provincial requirements, housing demand, and local priorities. These updates reflect consistent regional trends:

- Increased density in centres, corridors, and villages
- Expansion of small-scale multi-unit housing
- Greater emphasis on transit-oriented development
- Concentration of growth to limit sprawl and protect rural lands
- Integration of climate action, resilience, and low-carbon development
- Continued collaboration with First Nations
- Support for local food systems and community amenities

Implications for the RGS:

While broadly aligned with the RGS vision, these plans have evolved independently and on different timelines. An update is needed to confirm regional objectives, ensure consistency, and better integrate municipal growth directions into a coordinated regional framework.

REGIONAL IMPLICATIONS

Taken together, these legislative and policy changes have significantly altered the regional growth context since 2018:

- Growth is occurring more quickly and in different forms than anticipated
- Density is being enabled across a wider range of locations
- Provincial direction is playing a larger role in shaping development
- Municipal plans are evolving independently
- Infrastructure and transportation pressures are increasing

Implications for the RGS:

These shifts increase the risk of misalignment between municipal planning, regional infrastructure, and provincial policy. Updating the RGS will help ensure it remains an effective coordinating framework for growth, infrastructure, and transportation across the region.

CONSIDERATIONS FOR AN RGS UPDATE

In response, an RGS update should:

- Reassess growth distribution assumptions in light of SSMUH and TOAs
- Confirm or refine the Urban Containment Boundary (UCB)
- Review and update the settlement concept and growth areas
- Align population and housing projections with revised growth patterns
- Address provincial housing targets within a regional framework

REPORT TO PLANNING AND PROTECTIVE SERVICES COMMITTEE MEETING OF WEDNESDAY, JUNE 24, 2026

SUBJECT Regional Context Statement Alignment Review – Town of View Royal

ISSUE SUMMARY

To review the Town of View Royal's Regional Context Statement (RCS) in relation to the Capital Regional District's (CRD) Regional Growth Strategy (RGS) Bylaw (Bylaw No. 4017).

BACKGROUND

The RGS is a vision for the future of the capital region, guiding decisions on regional issues such as transportation, population growth and settlement patterns. The RGS promotes the long-term livability of the region with policy intended to enhance social, economic and environmental performance. The current RGS was adopted by the CRD Board on March 14, 2018 (Bylaw No. 4017). On April 14, 2021 the CRD Board amended the RGS with updated population projections (Bylaw No. 4328).

An RCS, adopted within a local government's Official Community Plan (OCP), sets out the relationship between the RGS and OCP and how they will be made compatible over time. Per section 446 of the *Local Government Act* (the *Act*), an OCP in a local government to which an RGS applies must include an accepted RCS. The *Act* stipulates that upon receipt of a proposed RCS, the CRD Board must respond by resolution within 120 days to the municipal council to indicate whether or not it accepts the RCS. The Board is deemed to have accepted the RCS if it does not respond within the 120-day period.

On April 11, 2018, the CRD Board approved a framework to guide the evaluation of regional context statements.

On May 27, 2026, the Town of View Royal submitted a draft RCS for CRD staff review and Board acceptance, then on June 17, 2026 an amended RCS was provided as approved and referred by Council resolution (see Appendix A). The RCS was prepared as part of a broad OCP update (Bylaw No. 1180, 2026) to establish a new community vision, new goals, policies, and actions to guide decision-making, ensuring alignment with an updated Housing Needs Report, and updating form and character and Environmental Development Permit Areas and guidelines. The CRD Board previously approved the Town of View Royal's RCS on December 11, 2019.

Regional Planning staff have evaluated both the draft and final versions of the amended RCS in accordance with the Board-approved Regional Context Statement Framework. This framework identifies three criteria against which staff should evaluate an RCS:

- 1) **All relevant content is included:** The RCS addresses all RGS content relevant to the OCP. Content that is not applicable in the context of the OCP should be identified as "not applicable".
- 2) **Clearly articulates relevant content:** The RCS provides a sufficient level of detail to convey how the specific OCP content relates to the RGS.
- 3) **Plan to be consistent over time:** The RCS identifies how the OCP will become consistent with the RGS over time, if content is not immediately consistent.

Appendix B presents a summary of the evaluation.

ALTERNATIVES

Alternative 1

The Planning and Protective Services Committee recommends to the Capital Regional District Board:

That the Town of View Royal Regional Context Statement be considered in relation to the 2018 Regional Growth Strategy (Bylaw No. 4017) and be accepted in accordance with the requirements of section 448 of the *Local Government Act*.

Alternative 2

The Planning and Protective Services Committee recommends to the Capital Regional District Board:

That the Town of View Royal Regional Context Statement be considered in relation to the 2018 Regional Growth Strategy (Bylaw No. 4017) and not be accepted in accordance with the requirements of section 448 of the *Local Government Act*.

Alternative 3

That this report be referred back to staff for additional information based on Planning and Protective Services Committee direction.

IMPLICATIONS

Intergovernmental Implications

Board acceptance of the RCS is a key RGS implementation tool as the context statement relates a local government's OCP to the RGS. The OCP provides policies that guide decisions related to land use, infrastructure, mobility, housing, parks and other content under the authority of a local government. The Town of View Royal has submitted a proposed RCS to fulfill its statutory obligation to have an accepted RCS that demonstrates the relationship of its new OCP to the RGS. An accepted RCS is necessary in order for the adoption of an updated OCP.

Regional Growth Strategy Implications

The Town of View Royal's proposed RCS demonstrates a strong relationship to the RGS that supports the RGS vision and objectives, based on staff's analysis against the RCS evaluation criteria. The RCS fully captures all relevant OCP content (*criteria #1*) and identifies how the OCP relates to the RGS (*criteria #2*). No policy areas have been identified in the RCS where the OCP needs to become consistent with the RGS over time (*criteria #3*).

As outlined in Appendix B, the RCS is aligned with the vision and objectives for growth management, environment and infrastructure, housing and community, transportation, economic development, food systems and climate action. The Town of View Royal recognizes its place within the region as an important hub for transportation and seeks to align future growth with the multi-modal network. The OCP has policies that support increasing density in mixed use areas in proximity to transit hubs and continuing to build out local walking, cycling, and rolling options to connect neighbourhoods. The OCP also supports the Urban Containment Boundary as a means of protecting rural lands and natural spaces and to focus infrastructure investment on denser urban areas.

Environmental & Climate Implications

The CRD Climate Action Strategy identifies sustainable land use, planning and preparedness as an important goal area to reduce greenhouse gas (GHG) emissions. RGS implementation, including the approval of RCSs that will help reduce community-based GHG emissions, is a key action.

As shown in Appendix B, the Town of View Royal RCS references a range of OCP policy that supports the ongoing protection of rural lands and natural areas, policies to identify, protect, enhance, and restore healthy ecosystems, and policies regarding Environmentally Sensitive Areas, and ongoing support for the protection of regional parks.

The RCS also speaks to OCP goals for reducing community-based GHG emissions and mitigating the impacts of climate change. This will be done through encouraging compact built form, supporting alternative modes of transport, and prioritizing climate-resilient development and infrastructure. As well, the OCP speaks to the importance of protection of natural assets, planning for climate resiliency, and protecting the public in hazardous areas susceptible to climate change impacts.

Alignment with Board & Corporate Priorities

Reviewing RCSs for consistency addresses the Planning Community Need from the 2023-2026 CRD Corporate Plan goal 8a for managed growth. The RCS review is an on-going initiative, which is part of Regional Planning's core service delivery.

Alignment with Existing Plans & Strategies

The Town of View Royal's RCS is aligned with existing CRD plans and strategies that detail and enact the seven primary objectives of the RGS.

CONCLUSION

Provincial legislation requires that a municipal OCP contains an accepted RCS. Board acceptance of the RCS is a key tool for RGS implementation. Staff have reviewed the Town of View Royal's proposed RCS in accordance with the Board-approved evaluation framework. The RCS demonstrates a strong relationship to the RGS and will work toward achieving RGS vision and objectives.

RECOMMENDATION

The Planning and Protective Services Committee recommends to the Capital Regional District Board:

That the Town of View Royal Regional Context Statement be considered in relation to the 2018 Regional Growth Strategy (Bylaw No. 4017) and be accepted in accordance with the requirements of section 448 of the *Local Government Act*.

Submitted by:	Patrick Klassen, MCIP, RPP, Senior Manager, Regional Planning
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Housing, Planning and Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENTS

Appendix A: Town of View Royal Draft Regional Context Statement
Appendix B: Regional Context Statement Evaluation



TOWN OF VIEW ROYAL

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The following resolution was passed by the Town of View Royal Council at its meeting held June 16, 2026:

THAT the Official Community Plan and section 16.2 of the Regional Context Statement be amended to incorporate the following:

“The Town supports the objectives of the Regional Growth Strategy and recognizes that growth and transportation function as an integrated system.

Decisions regarding the location, intensity, and timing of growth directly influence travel demand, congestions, infrastructure costs, accessibility, and community livability.

The Town notes that regional transportation planning work has identified increasing pressure on key transportation corridors and growing communities throughout the Capital Region. Growth patterns, transportation network performance transit effectiveness, and infrastructure capacity are closely interconnected and should be planned together.

Accordingly, the Town support growth that is aligned with available and planned transportation infrastructure and services. The Town considers transportation capacity, transit service levels, active transportation connectivity, emergency access, and regional mobility performance to be important factors in determining the pace, scale, and location of future growth.

Where transportation infrastructure and services are not keeping pace with population and employment growth, the Town may advocate for transportation investments and capacity improvements before significant additional growth is accommodated. Expectations regarding future growth should be informed by realistic assumptions regarding the delivery of provincial, regional, and local transportation infrastructure.

The Town will continue to work with the Capital Regional District, neighbouring municipalities, BC Transit, the Province of British Columbia, First Nations, and other partners to support integrated land use and transportation planning that maintains mobility, supports economic activity, and protects community livability.

AND THAT the Regional Context Statement, as provided in Attachment A of the report dated June 9, 2026 from the Director of Development Services titled “Official Community Plan – Proposed Regional Context Statement” and amended with the inclusion of the above statement be referred to the Capital Regional District Board of Directors for consideration and acceptance.

I hereby certify the above to be a true copy of the resolution passed by the Town of View Royal Council on June 16, 2026.

Dated at Victoria, British Columbia, this 16th day of June, 2026.

A handwritten signature in black ink, appearing to read 'E. Bolster', written in a cursive style.

Elena Bolster
Corporate Officer

16.0 Regional Context Statement

16.1 CONTEXT

The Capital Regional District's Regional Growth Strategy was adopted in 2018 and provides a framework for regional social, economic, and environmental objectives to enhance the quality of life within the region. As a member municipality within the Capital Regional District, the Town participates in the coordination and delivery of regional services and initiatives. When a local government is located within a regional district where a regional growth strategy applies, its Official Community Plan must, under sections 446 and 447 of the *Local Government Act*, include a regional context statement describing the relationship of the document with the regional growth strategy. This section of the Official Community Plan comprises the Regional Context Statement and outlines how the land use designations, policies, and growth management framework align with and support the objectives of the Regional Growth Strategy.

A Regional Growth Strategy is a plan adopted by a regional district to guide decisions on growth, change and development within its boundaries and is guided by legislation in the Local Government Act. Section 428 of the Local Government Act establishes the purpose of a Regional Growth Strategy as promoting human settlement that is socially, economically, and environmentally healthy, and that makes efficient use of public facilities and services, land, and other resources.

Check out the [**Capital Regional District's Regional Growth Strategy**](#) to learn more!

16.2 REGIONAL CONTEXT STATEMENT ALIGNMENT

Capital Regional District Regional Growth Strategy Objectives	Official Community Plan Goals (see Section 2.3)	Policy Sections	Summary of Policy Direction
1.1 – Keep urban settlement compact	• Growth Management & Community Character Preservation • Sustainable service delivery through asset management • Natural Amenities	Part Two – Land Use	• Enable infill and redevelopment within existing neighbourhoods through the Small-Scale Multi-Unit Housing land use designation • Allows for higher density development in and around Mobility Hubs and corridors, such as the Hospital Transit-Oriented Area and the Western Gateway Employment District Corridor • Directs new development to occur within the Urban Containment Boundary
1.2 – Protect the integrity of rural communities	• Natural Amenities • Growth Management and Community Character Preservation	5.13 Rural Designation 11.0 Natural Environment and Hazards	• Limits new development north of Thetis Lake to preserve the area's rural character • Protects and minimizes impacts on the natural environment by discouraging development in environmentally significant areas • Allows for agricultural activities on lands designated as Rural

**Capital Regional
District Regional
Growth Strategy
Objectives**

**Official
Community Plan
Goals
(see Section 2.3)**

Policy Sections

Summary of Policy Direction

**2.1 – Protect,
conserve
and manage
ecosystem
health**

- Natural Amenities

5.15 Parks Trails
and Open
Space

- Designates important ecosystems for protection and preservation, such as watercourses, shorelines, and terrestrial habitats located in both local and regional parks

11.0 Natural
Environment
and Hazards

- Encourages the preservation of green space and other areas that contribute to healthy ecosystems and the Town’s ecological integrity
- Supports the implementation of the Town’s Urban Forestry Strategy, which recognizes trees as natural assets
- Supports watershed protection for all waterbodies in View Royal, including shorelines as part of coastal adaptation efforts

13.0 Parks, Trails
and Recreation

- Promotes opportunities for parkland acquisition to further protect environmental areas and contribute to the local and regional parks network
- Outlines intent to preserve and restore environmentally sensitive areas within existing parks

**2.2 – Manage
 regional
 infrastructure
 services
 sustainably**

- Sustainable Service Delivery through Asset Management

**9.0 Community
 Infrastructure
 and Services**

- Contemplates new and upgrades to existing infrastructure systems in a fiscally responsible manner to support compact and sustainable development
- Considers the full lifecycle of infrastructure cost and maintenance
- Outlines considerations for mitigating the adverse impacts of climate change on infrastructure
- Discourages the extension of infrastructure services outside of the Urban Containment Boundary

**3.1 – Create safe
and complete
communities**

- Growth Management and Community Character Preservation
- Diverse and Affordable Housing
- Mobility & Connectivity
- Community Well-Being
- Community Safety & Security
- Regional Partnerships

5.1 General
Framework and
Considerations
(Land Use)

- Identifies Mobility Hubs where frequent transit service is desired, along with the concentration of higher density development that provides diverse housing forms and access to employment and daily needs (e.g. places selling food, medical services, schools, recreational amenities, etc.)
- Acknowledges the relationship between land use and transportation, parks and trails, community amenities, servicing infrastructure, and tree canopy coverage
- Advocates for transportation and capacity improvements to support additional growth.
- Outlines opportunities to strengthen physical and social connections between neighbourhoods
- Promotes the application of Universal Design principles and guidelines to public spaces and improvements

3.1 – Create safe and complete communities (cont.)

- Growth Management and Community Character Preservation
- Diverse and Affordable Housing
- Mobility & Connectivity
- Community Well-Being
- Community Safety & Security
- Regional Partnerships

7.0 Housing

- Aims to ensure that housing supply is reflective of diverse needs in the community (age, income, household size, ability, etc.) through exploring measures to incentivize and enable the provision of a range of housing types, in terms of both form and tenure

8.0 Transportation and Mobility

- Seeks to expand mobility options and ensure that sufficient infrastructure (transit stops, bike lanes, sidewalks, etc.) is provided throughout the community, particularly in those areas where population densities are highest such as Mobility Hubs, to improve the ease of getting around the community

9.0 Community Infrastructure and Services

- Contemplates how the adverse impacts of climate change on infrastructure will be mitigated to reduce risk to the community resulting from extreme weather events (e.g. flooding)

11.0 Natural Environment and Hazards

- Provides guidance for directing new development away from areas prone to hazards to reduce any potential community safety risks

14.0 Community Well-Being and Culture

- Outlines opportunities for Town partnerships with other agencies to enhance community safety and directs the update of an Emergency Response Plan for managing local and regional emergencies

**3.2 – Improve
housing
affordability**

- Diverse & Affordable Housing

Part Two – Land Use

- Supports opportunities to provide diverse housing forms in land use designations where residential uses are permitted within the Urban Containment Boundary

7.0 Housing

- Aims to incorporate accessible and adaptable housing units into multi-unit residential development
- Considers how to best support the provision of below market and supportive housing through density bonusing and inclusionary zoning regulations
- Encourages the development of housing forms that meet the needs of families and seniors
- Considers opportunities to provide, maintain, and secure affordable rental housing stock
- Supports the collaboration and partnerships with other levels of government to deliver affordable housing

**4.1 – Improve
multi-modal
connectivity
and mobility**

- Mobility & Connectivity
- Sustainable Service Delivery through Asset Management

5.1 General Framework and Considerations for (Land Use)

- Identifies Mobility Hubs intended to absorb growth and provide frequent transit service and access to other alternate modes of transport
- Outlines considerations for new development within Mobility Hubs to ensure that mobility infrastructure is well-integrated within the public realm
- Aims to strengthen connections between neighbourhoods to enhance the travel experience throughout View Royal

**Capital Regional
District Regional
Growth Strategy
Objectives**

**Official
Community Plan
Goals
(see Section 2.3)**

Policy Sections

Summary of Policy Direction

**4.1 – Improve
multi-modal
connectivity
and mobility
(cont.)**

- Mobility & Connectivity
- Sustainable Service Delivery through Asset Management

**8.0
Transportation
and Mobility**

- Pursues improvements to transit infrastructure to facilitate reliable service and prioritizes such improvements to identified areas in need
- Seeks to eliminate barriers to active transportation by establishing an extensive, separated, and accessible network across View Royal
- Seeks to incorporate mixed-use zoning and transit supporting infrastructure to Mobility Hubs designated for higher densities
- Contemplates transportation demand management and other strategies in partnership with adjacent municipalities, the Province, BC Transit and First Nations for improving the flow of traffic throughout View Royal, reducing congestion, maintaining mobility, supporting economic activity, and enhancing community livability
- Aims to reduce reliance on the private vehicle by supporting alternate modes of transport

		13.0 Parks, Trails and Recreation	• Acknowledges the role of trails in providing opportunities for both leisure and transport • Encourages enhancing connections between parks, green spaces, recreation facilities, schools, and residential areas to better support walking, cycling, and rolling as primary modes of transport to key destinations
5.1 – Realize the region’s economic potential	• Economic Development • Reconciliation	5.2 Western Gateway Employment District Corridor Designation	• Acknowledges the strategic location of the Western Gateway Corridor as an employment hub within the Capital Regional District and its role as a corridor connecting View Royal to Colwood and other West Shore communities • Aims to retain the corridor’s existing function as employment lands • Allows for a range of employment-oriented uses and aims to create conditions for further economic activity through flexible policy that encourages higher densities and a mix of uses
		Part Three – Reconciliation	• Seeks to establish opportunities to work collaboratively with Xwsepsem and Songhees Nations on local and regional economic development initiatives

10.0 Economic
Development

- Aims to attract new business and industry, particularly those in health services, technology, and tourism by directing the Town to undertake supporting studies and consider policy and regulatory changes that can expand permissions for desirable economic growth.
- Supports the retention of existing businesses through further collaboration to address challenges and create conditions that allow for long-term economic success in View Royal
- Identifies the need for a community economic development strategy
- Acknowledges the role of home-based businesses and entrepreneurs in contributing to the local economy

6.1 – Foster a resilient food and agriculture system

- Natural Amenities
- Reconciliation

5.11 Rural Land Use Designation

- Designates and protects rural lands to encourage farming and agriculture as a predominant use

Part Three – Reconciliation

- Commits to learning and collaborating with X^wsepsem and Songhees Nations on Indigenous food systems

9.0 Community Infrastructure and Services

- Supports initiatives and actions in sustainable food waste management (e.g. composting, three-stream waste separation)

14.0 Community Well-Being and Culture

- Encourages the development of a food security strategy
- Discusses opportunities for collaboration with X^wsepsem and Songhees Nations on cultivating, gathering, and harvesting traditional foods
- Promotes small-scale, healthy, and affordable food retail uses

7.1 – Significantly reduce community-based greenhouse gas emissions

- Natural Amenities
- Climate Action & Resilience
- Reconciliation

Part Two – Land Use

- Establishes land use designations that support a compact built form, alternate modes of transport, and a lower carbon footprint through neighbourhoods that provide residents with their daily needs, reducing the requirement to travel elsewhere in the community or region

7.0 Housing

- Supports a variety of housing typologies beyond detached dwelling forms that allow for compact development

8.0
Transportation
and Mobility

- Outlines actions to enable increased mode share for active transportation and transit

9.0 Community
Infrastructure
and Services

- Considers the role of natural assets in infrastructure service delivery
- Discusses necessary upgrades to infrastructure systems to enhance climate resiliency

11.0 Natural
Environment
and Hazards

- Aims to protect the public from hazardous areas susceptible to the impacts of climate change
- Acknowledges the importance of urban forests and habitats and aims to preserve these significant features and areas
- Encourages climate-resilient development and infrastructure improvements

**Capital Regional
District Regional
Growth Strategy
Objectives**

**Official
Community Plan
Goals
(see Section 2.3)**

Policy Sections

Summary of Policy Direction

- Natural Amenities
- Climate Action & Resilience
- Reconciliation

12.0 Climate
Action and
Sustainability

- Commits to 100% reduction in community greenhouse gas emissions from 2007 levels by 2050
- Identifies opportunities for collaboration with Xwsepsem and Songhees Nations to incorporate Indigenous knowledge into climate action and resilience
- Contemplates programming and policy that will allow for low carbon buildings, including new housing
- Encourages the creation of a climate adaptation and mitigation strategy
- Acknowledges the importance of regional partnerships in achieving climate related goals and collaborating on climate mitigation efforts

REGIONAL CONTEXT STATEMENT EVALUATION

The Regional Context Statement (RCS) has been reviewed in accordance with the evaluation framework approved by the CRD Board on April 11, 2018. The evaluation framework relies on the three criteria shown below.

1. **All relevant content is included:** The regional context statement addresses all Regional Growth Strategy (RGS) content relevant to the Official Community Plan (OCP). Content that is not applicable in the context of the OCP should be identified as “not applicable”.

***Example:** The regional context statement contains headers, sections, a table or other such format that clearly identifies each applicable RGS objective. Should an objective not apply, such as if a municipality contains no identified food or farmlands, the context statement would note that the objective does not apply.*

2. **Clearly articulates relevant content:** The regional context statement provides a sufficient level of detail to convey how the specific OCP content relates to the RGS.

***Example:** The regional context statement provides content specificity such that it is clear what the Board is accepting. An example is: “RGS Objective X is implemented by building in “...” location, at a range of “...” densities and proximate to “...” services.” A context statement with content as follows: “RGS Objective X is implemented with OCP policies A, B and C” would not be sufficiently specific.*

3. **Plan to be consistent over time:** The regional context statement identifies how the OCP will become consistent with the RGS over time, if content is not immediately consistent.

***Example:** A regional context statement identifies that a municipality will undertake a population projection to determine how to align with the RGS population projections over time.*

Table 1. Regional Context Statement Evaluation Framework

		Relationship to Legislative Requirement For CRD* Board consideration		
LGA	RCS Content	All relevant content is included	Clearly articulates relevant content	Plan to be consistent over time
429(2)(a)	Identify how the OCP relates to the RGS vision on p. 1 of the RGS.			N/A
		The RCS addresses all seven topic areas from the RGS and identifies alignment with all objectives.	Identifies how the objectives and policies are to be implemented.	
429(2)(b)	Identify how the OCP relates to the projections provided in Table 1 of the RGS.			N/A
		The RCS does not directly identify how the OCP relates to projections in RGS Table 1, but this content is available in Appendix A – Community Profile. Projections for population (pg. 256), dwellings (pg. 261), and employment (pg. 263) are provided.	The RCS contemplates three levels of growth scenario, with the low growth projection of 1.1% yearly growth aligning most closely with the CRD's 1% per year growth target for the region. Dwelling projections using the provincial Housing Needs Report methodology exceed RGS projections, but this is due to changing policy and provincial housing target increases since the last RGS update.	

Legend: Regional Context Statement Evaluation



Strong alignment with evaluation criteria; recommend approval



Moderate alignment with evaluation criteria; recommend approval



Weak alignment with evaluation criteria; do not recommend approval

Relationship to Legislative Requirement
For CRD* Board consideration

LGA	RCS Content	All relevant content is included	Clearly articulates relevant content	Plan to be consistent over time
Managing and Balancing Growth (Objectives 1.1 & 1.2)				
429(2)(c) and (d); 429(3)	Identify how the OCP relates to the RGS.			N/A
	The RCS identifies how the OCP aligns with RGS objectives for managing and balancing growth.		The RCS identifies OCP sections with growth management policies that are aligned with RGS objectives. The focus of future growth will be in higher density development around mobility hubs and in two designated transit-oriented areas and with infill development and small-scale multi-unit housing in other areas.	
			The RCS displays alignment with RGS objective 2.1 to protect the integrity of rural communities by directing new development within the urban containment boundary and limiting development in rural designated areas. Development is also discouraged in environmentally sensitive areas.	

Legend: Regional Context
Statement Evaluation



Strong alignment with evaluation criteria; recommend approval



Moderate alignment with evaluation criteria; recommend approval



Weak alignment with evaluation criteria; do not recommend approval

Relationship to Legislative Requirement
For CRD* Board consideration

LGA	RCS Content	All relevant content is included	Clearly articulates relevant content	Plan to be consistent over time
		Environment and Infrastructure (Objective 2.1 & 2.2)		
				N/A
	The RCS identifies how the OCP aligns with RGS objectives for environmental protection, sustainability, and the efficient delivery of infrastructure. The RCS supports RGS principles of protecting, conserving, and managing ecosystem health. This includes protection and preservation of watercourses, shorelines, and terrestrial habitats. Priorities are expressed for preservation of green space, implementation of the Urban Forestry Strategy, and watershed protection. The RCS speaks to the RGS objective to manage regional infrastructure services sustainably with a focus on infrastructure development that is fiscally responsible, with full lifecycle and maintenance costing, and with consideration for mitigating adverse impact of climate change. The OCP also discourages extension of infrastructure services beyond the Urban Containment Boundary.			

Legend: Regional Context
Statement Evaluation

 Strong alignment with evaluation criteria; recommend approval

 Moderate alignment with evaluation criteria; recommend approval

 Weak alignment with evaluation criteria; do not recommend approval

Relationship to Legislative Requirement
For CRD* Board consideration

LGA	RCS Content	All relevant content is included	Clearly articulates relevant content	Plan to be consistent over time
	Housing and Community (Objectives 3.1 & 3.2)			
		✓	✓	N/A
	The RCS identifies how the OCP aligns with RGS objectives for housing and complete communities. The RCS speaks to the RGS objective for creating safe and complete communities with a focus on providing diverse housing forms, access to employment and daily needs to support community members of all ages and abilities. The RCS highlights the OCPs focus on the relationship between land use, transportation, parks and trails, community amenities, servicing infrastructure, and tree canopy coverage as a means of strengthening physical and social connections between neighbourhoods. Regarding the RGS objective for improving housing affordability, the RCS identifies OCP policy to incorporate accessible and adaptable housing units into multi-unit residential development. The OCP also addresses how the Town could support below market and supportive housing through density bonusing and inclusionary zoning regulations.			

Legend: Regional Context
Statement Evaluation



Strong alignment with evaluation criteria; recommend approval



Moderate alignment with evaluation criteria; recommend approval



Weak alignment with evaluation criteria; do not recommend approval

Relationship to Legislative Requirement

For CRD Board consideration

LGA	RCS Content	All relevant content is included	Clearly articulates relevant content	Plan to be consistent over time
	Transportation (Objective 4.1)			N/A
	The RCS identifies how the OCP aligns with RGS objectives for transportation. The RCS highlights the need to align higher density mixed-use development with improved transportation options by focusing growth around designated mobility hubs. It also seeks to expand mobility options and ensure sufficient infrastructure throughout the community. Support is expressed for working with neighbouring local governments on transportation demand management strategies as a means of reducing congestion. The RCS acknowledges the role of trails in providing opportunities for both leisure and transportation and prioritizes enhancing connections to support walking, cycling, and rolling as primary modes of transport. This is particularly important in View Royal as a key connecting point for regional trails.			

Legend: Regional Context Statement Evaluation



Strong alignment with evaluation criteria; recommend approval



Moderate alignment with evaluation criteria; recommend approval



Weak alignment with evaluation criteria; do not recommend approval

Relationship to Legislative Requirement

For CRD Board consideration

LGA	RCS Content	All relevant content is included	Clearly articulates relevant content	Plan to be consistent over time
	Economic Development (Objective 5.1)			
				N/A
	The RCS identifies how the OCP aligns with RGS objectives for economic development.		The RCS highlights the importance of the Western Gateway Corridor along Island Highway as a growing employment hub. The OCP supports a range of employment-oriented uses and locating higher density development in this area. The OCP aims to attract new business and industry, particularly in health services, technology, and tourism. The need for a local economic development strategy is noted.	
	Food and Agricultural Systems (Objective 6.1)			
				N/A
	The RCS identifies how the OCP aligns with RGS objectives for food and agricultural systems.		The RCS identifies that the OCP supports food systems by protecting rural lands to encourage farming and agriculture as a primary use, supporting initiatives for sustainable food waste management, and the development of a food security strategy. There is also a commitment to collaborating with X ^w sepsem and Songhees Nations to support traditional Indigenous food systems.	

Legend: Regional Context Statement Evaluation



Strong alignment with evaluation criteria; recommend approval



Moderate alignment with evaluation criteria; recommend approval



Weak alignment with evaluation criteria; do not recommend approval

Relationship to Legislative Requirement
For CRD Board consideration

LGA	RCS Content	All relevant content is included	Clearly articulates relevant content	Plan to be consistent over time
	Climate Action (Objective 7.1)			
		✓	✓	N/A
	The RCS identifies how the OCP aligns with RGS objectives for climate action.		The RCS aligns with the RGS objective and policies for reducing community-based greenhouse gas emissions. Compact built form, alternative modes of transport, and a lower carbon footprint are all prioritized. A wide range of OCP policies encourage climate-resilient development and infrastructure. The RCS notes the importance of protecting natural assets, planning for climate resiliency, and protecting the public from hazardous areas susceptible to the impacts of climate change.	

Acronym*	
CRD	Capital Regional District
LGA	Local Government Act
OCP	Official Community Plan
RCS	Regional Context Statement
RGS	Regional Growth Strategy

Legend: Regional Context Statement Evaluation



Strong alignment with evaluation criteria; recommend approval



Moderate alignment with evaluation criteria; recommend approval



Weak alignment with evaluation criteria; do not recommend approval

Meeting Notes of the Development Planning Advisory Committee (DPAC) Meeting Held March 2, 2026, via CRD Headquarters (625 Fisgard St.)

PRESENT staff: P. Klassen, Senior Manager, Regional Planning & Transportation; J. Douillard, Senior Transportation Planner, Regional Planning & Transportation; J. Cronk, Planning Analyst, Regional Planning & Transportation; S. Chander, Planning Assistant, Regional Planning & Transportation; I. Lawrence, Senior Manager, Juan de Fuca Administration; J. Proctor, Manager, Housing Planning Policy and Programs, Regional Housing; K. Mullin, Administrative Clerk, Regional Planning & Transportation (recorder).

PRESENT DPAC members: K. Clark, District of Central Saanich; C. Newcomb, Town of Sidney; L. Klose, City of Victoria; A. Hudson, City of Victoria; K. Hoese, City of Victoria; C. Scott, District of Saanich; C. Purvis, District of Saanich; F. Mazzoni, District of North Saanich; J. Matanowitsch, District of Central Saanich; Jayden Riley, District of Sooke; L. Stohmann, City of Langford; T. Johnson, District of Metchosin; K. Clark, District of Central Saanich.

PRESENT via MS Teams: L. Beckett, District of Highlands; Leanne Taylor, Township of View Royal.

PRESENT guests: Jada Basi, City Spaces; Kevin Green, City Spaces; Ariella Barmash, City Spaces.

REGRETS: K. Lorette, General Manager, Housing Planning & Protective Services; A. Boel, District of Oak Bay; L. Chase, District of Saanich; B. Brown, District of Esquimalt.

The meeting was called to order at 1:11pm.

1. Welcome and Introductions

N. Brotman provided a Territorial Acknowledgement and welcomed members to the meeting.

2. CRD Population, Dwelling, and Employment Projections Project

Consultants from Urban Systems presented a PowerPoint presentation that provided an overview of the background of methodology and timelines of the *CRD Population, Dwelling, and Employment Projections Project*. Consultants stated that the purpose of the study is to help develop the CRD's Regional Transportation model and Regional Growth Strategy.

Engagement has started in February with employer and municipal member engagement. Consultants will also reach out to those who were unable to join to participate in one-on-one engagement. The consultants will gather feedback and meet again in May to go over engagement questions in further detail.

3. Break was held from 2:07-2:26pm.

4. Bill 16 – Inclusionary Zoning and Density Bonusing

N. Brotman provided a background on Bill 16 and the potential implications it may have on negotiations with housing developers. N. Brotman opened the floor to discussion.

A DPAC member mentioned that there are concerns regarding the reality of future affordable housing units which will change the goals/targets for smaller municipalities. C. Newcomb posed the question if smaller municipalities should now be focused on building funding for affordable housing units rather than the building of units.

It was noted that funds have shifted towards non-market units and using the Affordable Housing Fund as a catalyst has been more effective. It was mentioned that the option of four-storey buildings may be best to leverage due to the cost in lieu.

Discussion of whether municipalities have interest to move to an ACC model approach. It was noted that the City of Victoria's website has information on the ACC model and Bylaw.

5. Regional Housing Affordability Strategy

J. Proctor presented on the Affordable Housing Gap Analysis done by Metro Vancouver in September 2025. J. Proctor mentioned that in recent years all levels of government have taken steps to increase housing supply, but affordability pressure still exists. J. Proctor notes that the Housing department has been working with Metro Vancouver to understand their methodology.

Consultants from City Spaces presented PowerPoint presentation on the CRD's Regional Housing Affordability Strategy 2026 defining an *Affordable Housing Gap Analysis* with the review of Metro Vancouver's findings.

Consultants asked members if they are open to input on what their local governments are tracking regarding.

It was noted that the City of Victoria's Housing Strategy is reviewed on basis and information is available on website. They track non-market housing development through building permits.

City of Langford is preparing the interim report this week. They have started to track occupancy permits.

Consultants mentioned they want to send out survey to get data to help determine what local governments are tracking regarding housing in their respected municipality. All members agreed to the survey being sent.

6. Adjournment

The working group meeting was adjourned at 3:27pm.

**REGIONAL EMERGENCY COORDINATORS
ADVISORY COMMISSION**

Minutes of the meeting held on **Thursday, February 12, 2026, from 2:00 pm to 4:00 pm**
Location: Saanich EOC Meeting Room, 760 Vernon Avenue

Attendees:

Erin Stockill – District of Saanich (Chair)
Corey Anderson – Capital Regional District (Vice Chair)
Bruce Clark – Greater Victoria Harbour Authority (Vice Chair)
James Beasley – 39 Service Battalion
Lee Archibald – City of Langford
Al Marston - CREST
Alfred Klein - RCMSAR
Rob Johns – University of Victoria
Sharon Storey - BC Hydro
Jane O'Higgins-Wilson – Joint Task Force Pacific (JTFF)
David Picket – JTFF
Melody Szabo - Transportation Safety Board

Michael Dussault - St. John Ambulance
Wendy Watt - Island Equipment Owners Association
Suzanne Weber - EMCR
Kim Brundrit - Red Cross
Russel Bardak - RedCross
Jollette Schenk – District of Oak Bay
Jennifer Carvill – Capital Regional District
Shawn Carby - Capital Regional District
Matt Cawsey – Saanich Police
Jerid Letchford - Fortis BC
Morais Ferreira - Fortis BC
Cathy Leahy – CRD (recorder)

1. Territorial Acknowledgement

Chair E. Stockill called the meeting to order at 2:00 and provided a territorial acknowledgment. There was a moment of silence for the tragedy in Tumbler Ridge, BC.

2. Roundtable Introductions

3. Approval of Agenda

The agenda was approved as presented by consensus.

4. Adoption of Minutes of November 6, 2025

The minutes were approved as presented by consensus.

5. Invited Presentations

a. Capital Region Emergency Service Telecommunications

A. Marston (General Manager) gave a presentation on Capital Region Emergency Service Telecommunications (CREST), which links 50 emergency response agencies across southern Vancouver Island, including local police, RCMP, military, fire, SAR, bylaw, BC Transit, BC Ambulance, St. John Ambulance, Legislative Police Services, UVic Security, etc. He described location of radio sites, redundancies built into the system so that communication isn't lost during a major event, their new post-disaster building and large generator. They use the same system as ECOMM in Vancouver and are interconnected. Discussion ensued regarding the technical aspects of telecommunications and tiers of communication.

b. Royal Canadian Marine Search and Rescue

Alfie Klein (RCMSAR) gave a presentation on the Royal Canadian Marine Search and Rescue – its mission, organizational overview, roles and responsibilities, locations, training, services offered and Next Generation 911. The CRTC has set a deadline of March 31, 2027 for all public safety agencies to transition to ESInet Next Gen 9-1-1

(Emergency Services IP Networks). ESInets replace traditional copper-based systems with modern, high-capacity IP networks, improving speed, interoperability and data capabilities in “real time.” It’s a private network and promises significant advances to increase public safety.

There was also discussion of Public Safety Broadband (Band 14) network for first responders and public safety personnel. The US went live three years ago with Broadband through AT&T, but progress in Canada has stalled. Mr. Klein emphasized the need for a dedicated cellular public network for first responders/public safety agencies across Canada.

6. Networking Break – 3:05-3:15 pm

7. New Business

(a) Fortis BC Natural Gas Company – Jerid Letchford provided an overview of the Fortis BC natural gas line system, describing where the gas originates, the path it takes to get to southern Vancouver Island, controls to stop off gas in an emergency, backups in place for the single gas supply to the Island. There are two weeks of storage in Ladysmith; if damage to pipeline is south of Ladysmith, we don’t have gas.

Fortis is considering what would happen if there’s an earthquake/major line disruption. How long would it take to get gas to critical customers (i.e., hospitals, warming centres)? How would they mobilize repair teams? Possible transportation issues with BC Ferries or BC Transit (some ferries/buses run on LNG-CNG).

Due to time constraints, the presentation ended. Mr. Letchford is welcome to return to a future meeting for more discussion.

(b) Planning topics and presentations of interest for 2026 meetings – Please reach out to Kae, Erin, Corey or Bruce with ideas for future speakers/presentations.

(c) Q2 meeting location (May 14, 2026) – If you’re interested in hosting the next meeting, contact Kae Yee Tsai or Erin Stockill.

Roundtable Discussion

- **CRD (C. Anderson)** – Informed everyone of upcoming GIS for Emergency Management course on March 4 at 10 am.
- **EMCR (S. Weber)** – Recent reorganization has created some new divisions. Also, EMCRCR VICC is now part of the south coast PREOC; merged with the team in Surrey.
- **Fortis (M. Ferreira)** – No report.
- **BC Hydro (S. Storey)** – No report.
- **Saanich Police (M. Cawsey)** – Interoperability and redundancy of systems is important. Looking at getting satellite phones for major events. Have been requesting a prioritized cellular network for first responders for a long time; gets stalled at different levels.

- **University of Victoria (R. Johns)** – Working our way through emergency objectives for 2026. They have 800 ppl on campus with a variety of emergency roles. EOC training and exercises are coming up.
- **Red Cross (R. Bardak)** – Red Cross has had a lot of reorganization. Working on potential agreements with some Vancouver Island municipalities for contract ESS providers.
- **CREST (A. Marston)** – Please send any questions for CREST to E. Stockill to forward to him.
- **Transportation Safety Board (M. Szabo)** – No report.
- **JTFP (J. O'Higgins-Wilson)** – No report.
- **District of Oak Bay (J. Schenk)** – No report.
- **CRD (J. Carvill)** – No report.
- **St. John Ambulance (M. Dussault)** – If you're running a physical exercise and need assistance from St. John Ambulance, contact him. Reminded everyone of the Regional Emergency Preparedness Fair on Sunday, May 3.
- **39 Service Battalion (Capt. Beasley)** – There's traction for a proposed brigade exercise on the gulf islands but it likely won't occur until 2027. They could provide a meeting room for next RECAC meeting.
- **Island Equipment Owners Association (W. Watt)** – Members are individual companies; no oversight of communications. Curious to explore how they would communicate in emergency situations. Will ask members which radio companies they use. She and J. Letchford (Fortis) will connect re contractors' breakfast, joining meetings to discuss smaller-scale equipment in construction zones and the immediate impact.
- **City of Langford (L. Archibald)** – No report. Could potentially invite Fortis to do an exercise in Langford. Would be good for them to consider a CRD Watershed exercise, too.
- **District of Saanich (E. Stockill)** – Saanich is hosting an Emergency Preparedness Speaker Series on March 3 at 7 pm with guest speaker Russell Bardak from Red Cross. Reminded everyone of RECAC's importance for networking and building relationships.
- **Greater Victoria Harbour Authority (B. Clark)** – No report.

8. Adjournment

Meeting adjourned at 3:58 pm by consensus.

Next Meeting: May 14, 2026 (in person)