APPENDIX A

Capital Regional District

Growth and Mobility Study

Final Report

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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.

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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.

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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

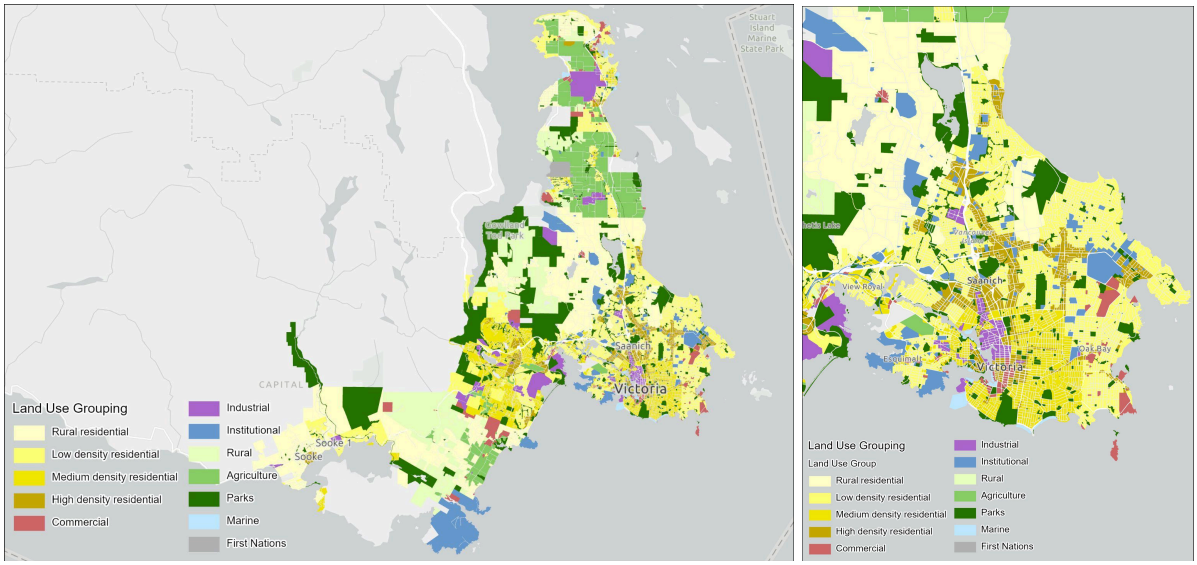
The project's analyses found under Analysis_Deliverable in the package includes the following groups. Each group is described in more detail in the following report sections below.

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.

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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.

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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 Mackenze 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.

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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 archetyping:** 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.

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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 Archetyping: 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.

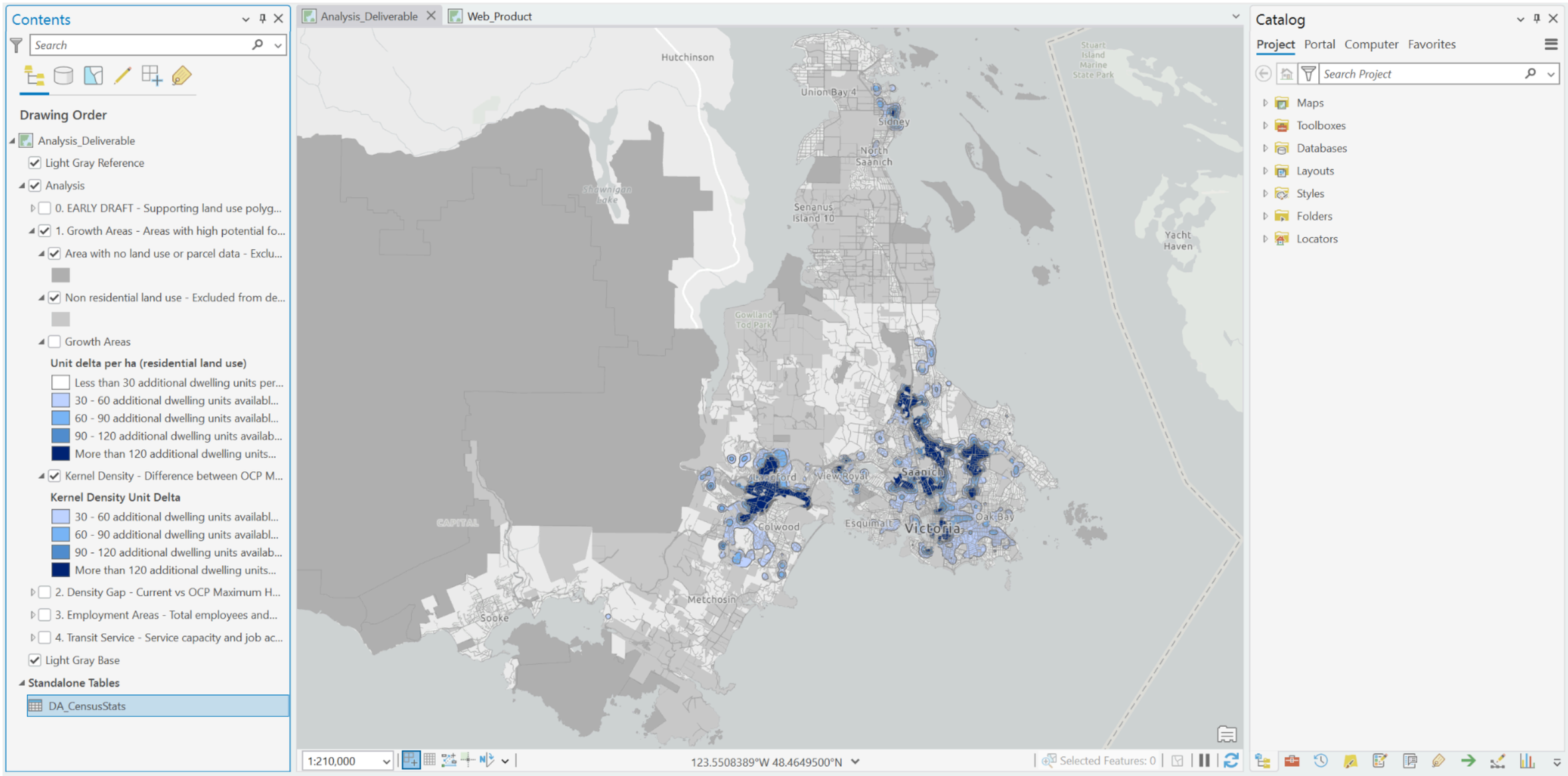


Figure 2. Snapshot of the interactive web product available to CRD municipalities as a consolidated data repository.

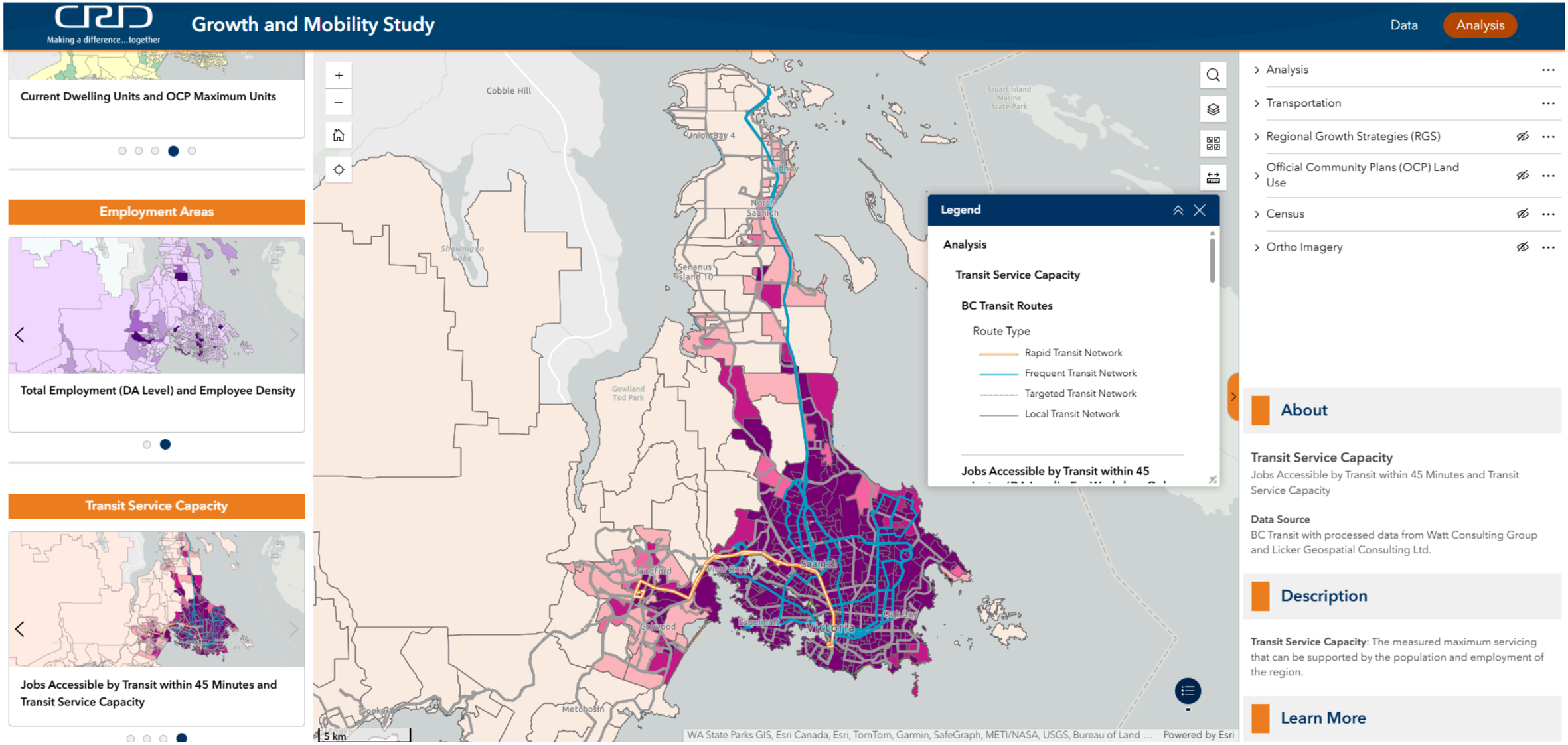


Figure 3. Growth areas identified across the region as areas with a high growth potential in housing density.

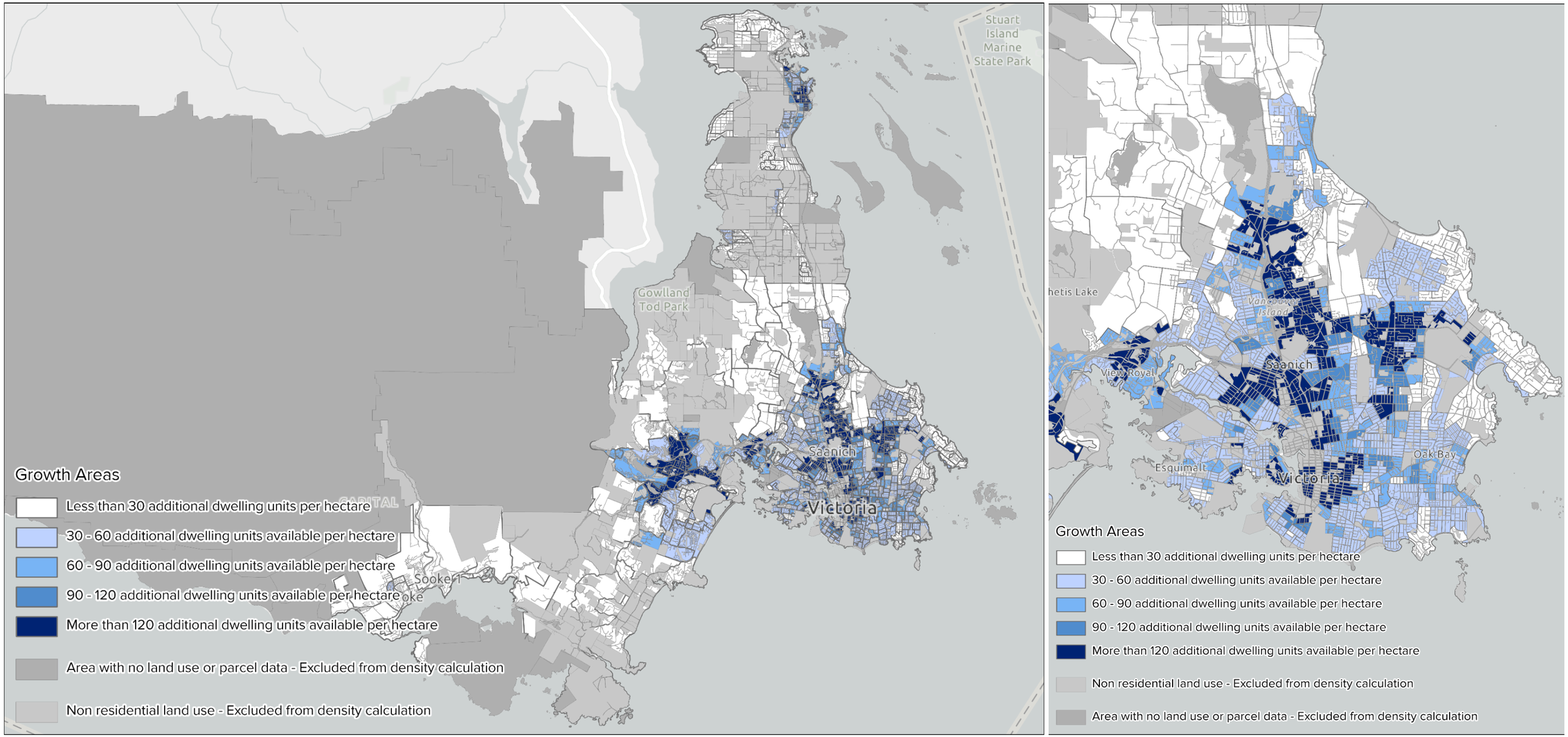


Figure 4. Map showing the absolute capacity across the region according to current OCP land use policies consolidated across all jurisdictions.

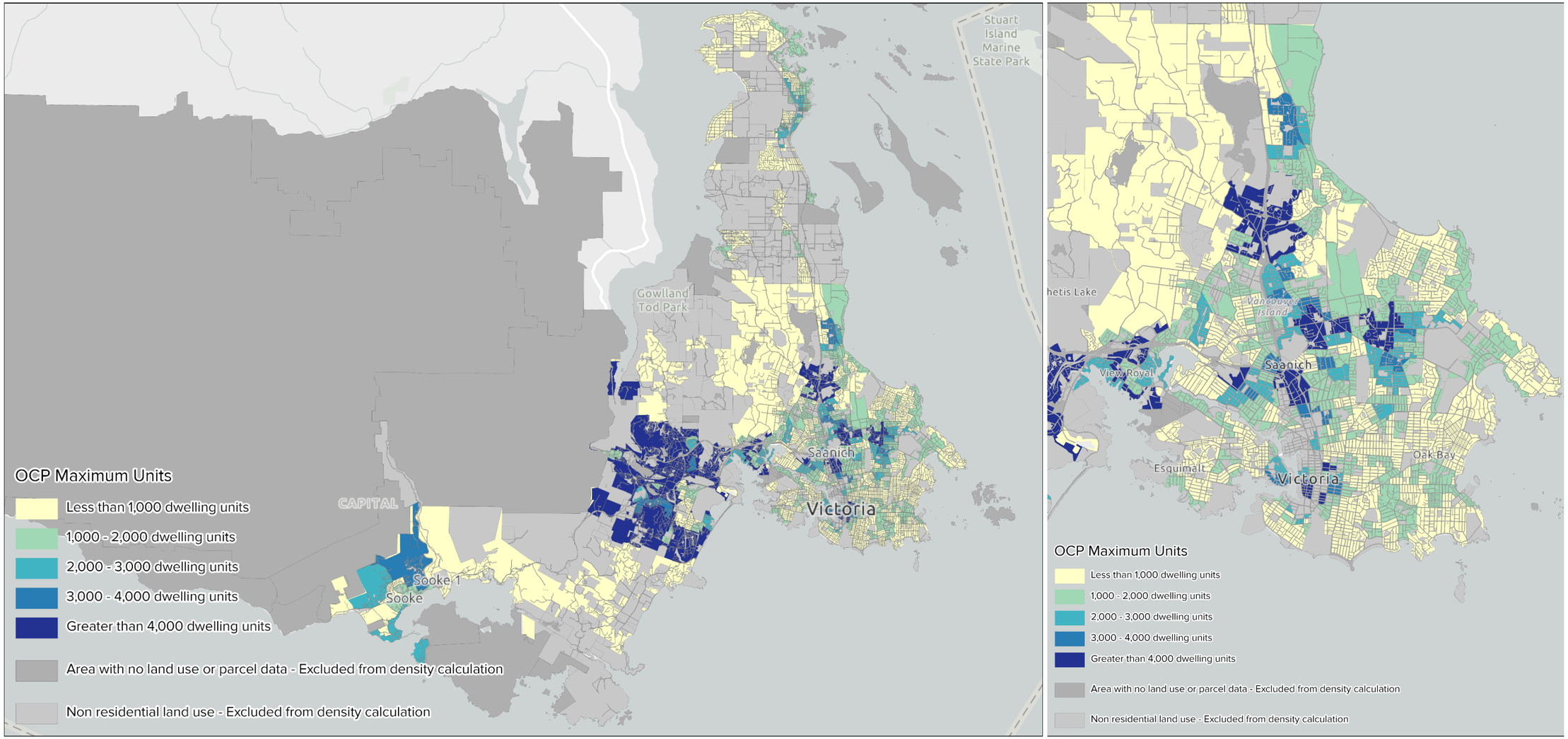


Figure 5. Total employment (2021) across the region from census.

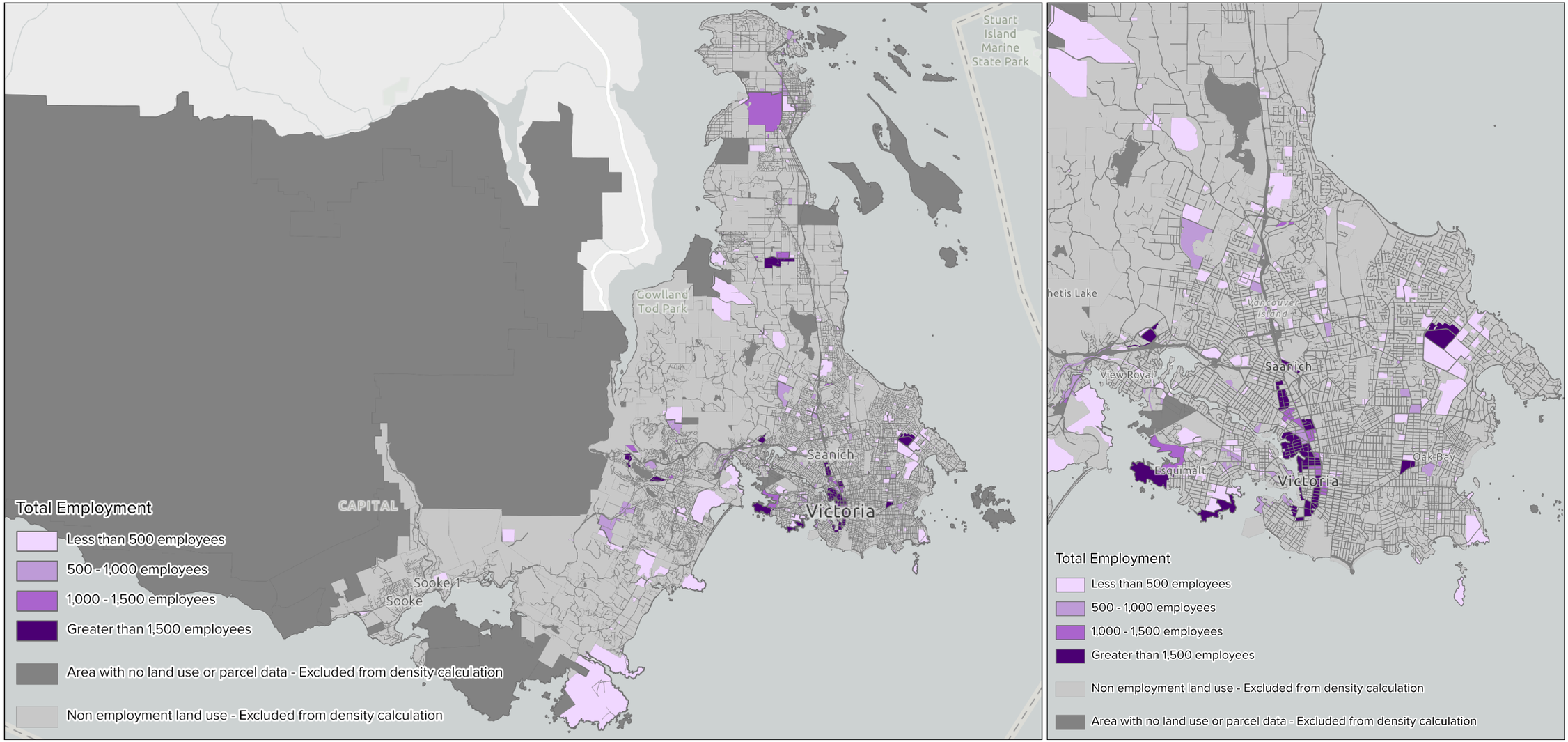


Figure 6. Map showing the current transit service and the highest level of service that could be supported given the combined population and employment density within each dissemination area.

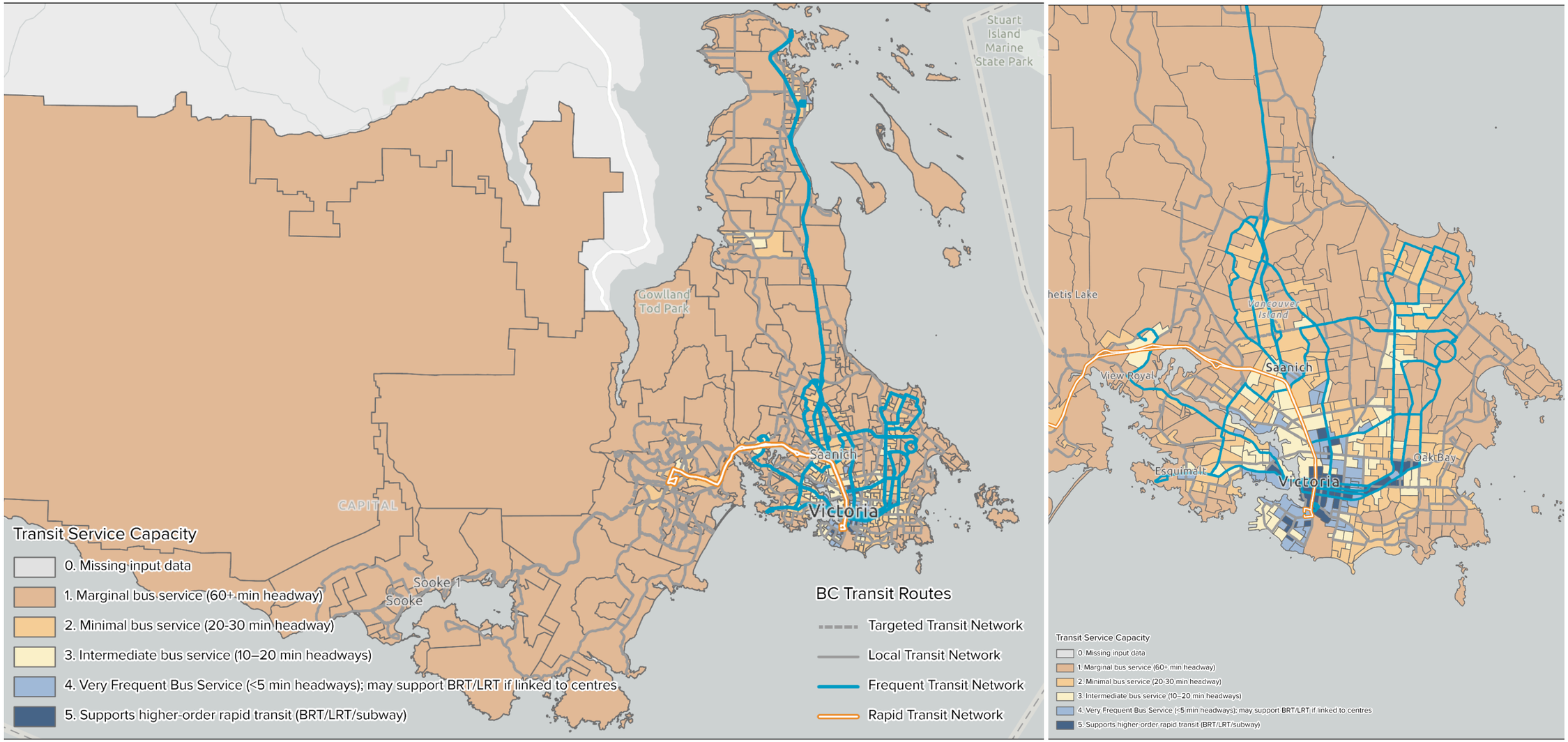


Figure 7. Map showing the number of jobs that the population within a given dissemination area can reach within a 30-minute transit trip.

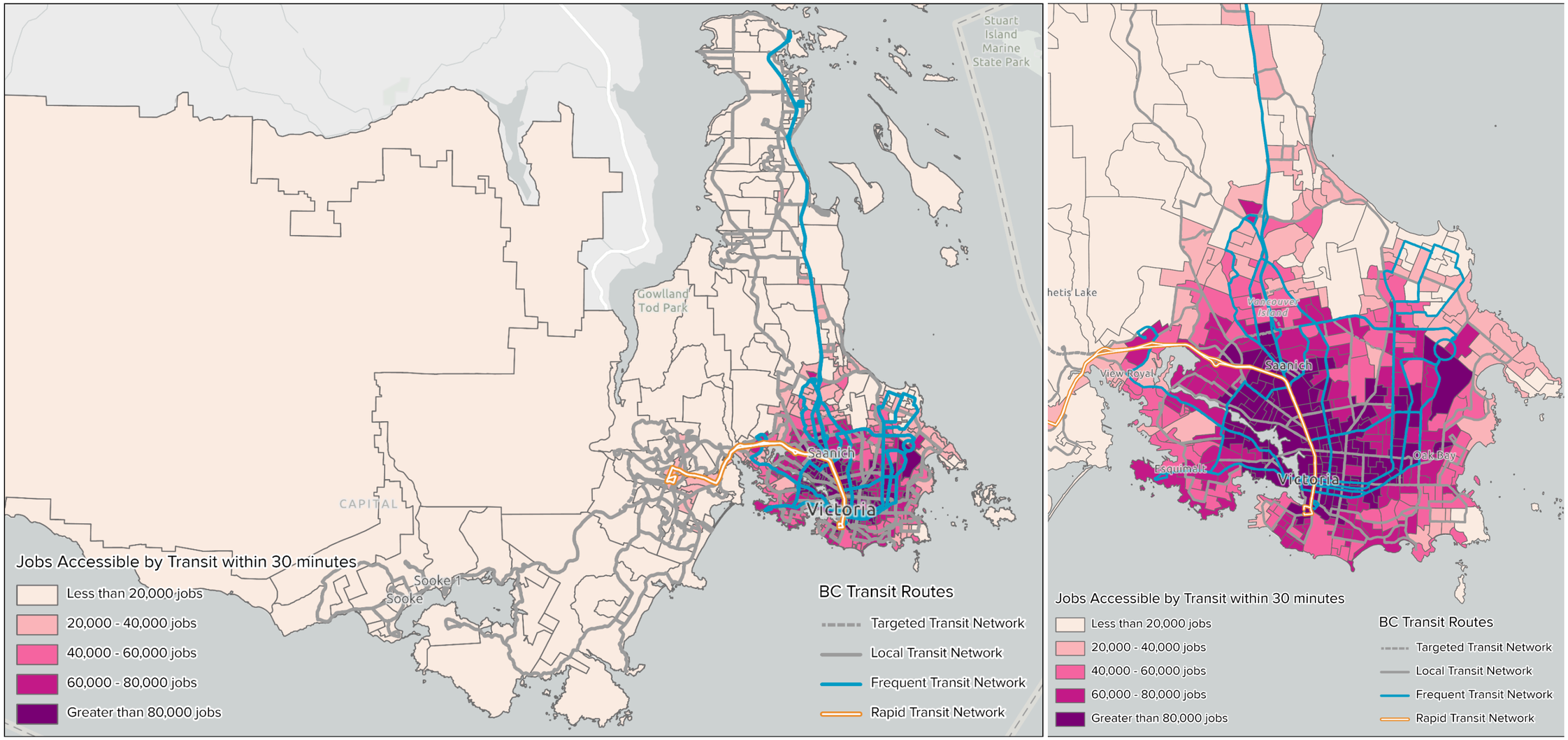
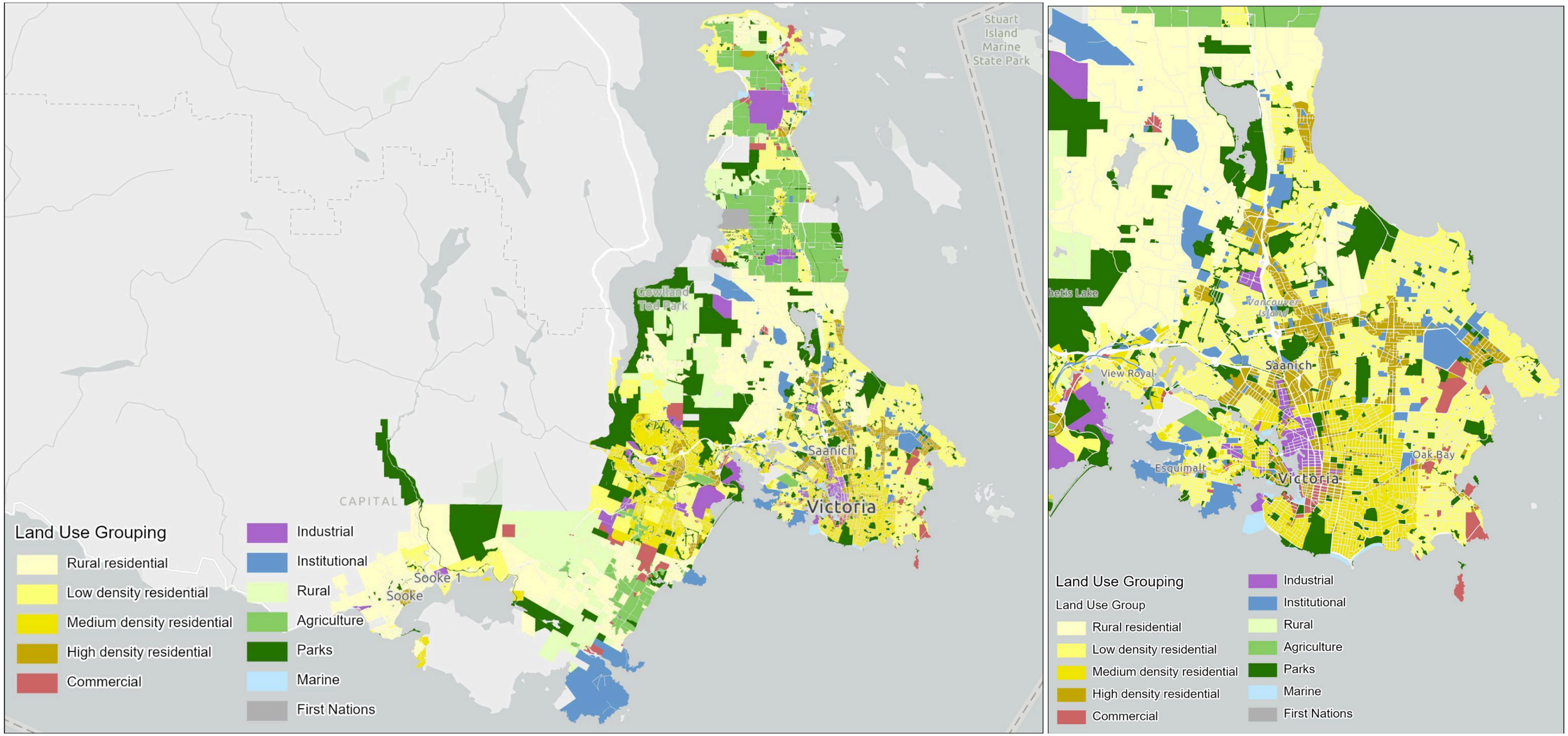


Figure 8. Consolidated OCP land use designations



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	Transporation
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)	Transporation
avg_wait_mins_Thu_peak_mean	The average wait time on a Thursday for a bus in the DA	BC transit (LGeo derived)	Transporation
JOBS_15_TRANSIT	The number of jobs that can be reached from a DA within 15 minutes on transit	BC transit (LGeo derived)	Transporation
JOBS_30_TRANSIT	The number of jobs that can be reached from a DA within 30 minutes on transit	BC transit (LGeo derived)	Transporation
JOBS_45_TRANSIT	The number of jobs that can be reached from a DA within 45 minutes on transit	BC transit (LGeo derived)	Transporation
Shape_Area_ha	The area of the DA in hectares	LGeo derived	N/A
TransitLevel	The result of the estimated transit level	LGeo derived	Transporation

	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 hte 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 esimate of non residential square foor 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 archtype 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