

Not Responsive

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**From:** Goodhelpsen, Michael TRAN:EX  
**Sent:** Tuesday, March 23, 2010 3:16 PM  
**To:** Edgar, David D TRAN:EX; Webb, Bob E TRAN:EX  
**Subject:** RE: Sooke OCP Referral - District comments

I had a conf call with Gerald and Elisabeth this afternoon. They have a new MoU draft and will send it to us shortly.

*MJG*  
*DDT, SAO, BC MoT&I*

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**From:** Edgar, David D TRAN:EX  
**Sent:** Friday, February 26, 2010 10:21 AM  
**To:** Webb, Bob E TRAN:EX  
**Cc:** Goodhelpsen, Michael TRAN:EX  
**Subject:** RE: Sooke OCP Referral - District comments

Bob – My recollection is that they were to send us another MoU draft. I'd like to see that to see if we are on the same page.

The OCP makes reference to "Support an alternate route through Sooke to help take traffic off Highway 14. The new alternate route corridor is to restrict development and access to appropriately controlled intersections so as to protect the long term integrity of the new corridor;" I don't think we are at a stage that we have a common understanding of what that means.

The OCP does indicate the community wants bike lanes and sidewalks on Hwy.14 and specifically 3m sidewalks on Hwy.14 in the Town Centre. I think we need to see another draft of MoU. I'm not saying it needs to be finalized but we need to know we are close in our thinking.

Dave

**Dave Edgar**  
Transportation Planning Engineer  
Ministry of Transportation and Infrastructure  
3rd Floor - 2100 Labieux Road  
Nanaimo, B.C. V9T 6E9  
☎: (250) 751-3276  
Fax (250) 751-3288  
✉: [David.Edgear@gov.bc.ca](mailto:David.Edgear@gov.bc.ca)

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**From:** Webb, Bob E TRAN:EX  
**Sent:** Friday, February 26, 2010 9:03 AM

**To:** Edgar, David D TRAN:EX  
**Cc:** Goodhelpsen, Michael TRAN:EX  
**Subject:** FW: Sooke OCP Referral - District comments

Hi dave

Are we okay with changes?

Bob Webb  
Operations Manager  
Saanich Area Office  
250-952-4491

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**From:** Gerald Christie [<mailto:gchristie@sooke.ca>]  
**Sent:** Thursday, February 25, 2010 7:40 PM  
**To:** Schnablegger, John TRAN:EX; Webb, Bob E TRAN:EX; Edgar, David D TRAN:EX; Goodhelpsen, Michael TRAN:EX; Thomas, Barbara R TRAN:EX; Livolsi, Patrick C TRAN:EX  
**Cc:** Elisabeth Nelson  
**Subject:** Sooke OCP Referral - District comments

Hello everyone!

As recently discussed with Bob and Michael, we agree that the Ministry's referral response to the OCP does not reflect the most current discussions with the District in regards to the draft MOU. We will make Section 4.13 of the OCP more clear but it is reflective of the MOU that has been agreed upon to date and therefore we need the Ministry's referral to clearly indicate that. It appears that the inclusion in the Appendix I of the OCP (page 136), noting the previous discussions between the Ministry and the DOS in regards to a 'relocation of the existing highway to the Grant/Thrup Connector', has caused some confusion and it should have been removed ... it now has. My apologies for that.

Bob/Michael, are you able to get me a revised referral as we discussed as we are hoping to bring this to Council for March 8<sup>th</sup> and therefore would need it by early next week. An email is fine if that would be easier.

Thanks for the recent meetings with you all as they have been very productive.

s.22

s.22

Cheers,

*Gerald Christie*, MCIP, MNRES  
Director of Planning  
District of Sooke  
(250)642-1608





January 20, 2010

Gerald Christie  
Director of Planning  
District of Sooke

Via e-mail: [gchristie@sooke.ca](mailto:gchristie@sooke.ca)

**RE: Sooke Draft OCP dated Dec. 4<sup>th</sup>**

Thank you for referring the District's draft Official Community Plan to our office.

As we are only beginning to discuss the MoU, I wanted to take this opportunity to clarify our perspective prior to the OCP being adopted by your council.

Historically the Ministry and the District of Sooke have an agreed-upon unwritten transportation strategy that has included:

- Maintaining the small town feel by only having a 3-lane Highway 14 for as long as possible.
- Protecting 30m along Highway 14 in Sooke in order to allow for converting the 3-lane cross section to 5-lane if ever needed.
- Strengthening the local road network to take pressure off the highway. The most significant route is known as the Grant-Thrup Connector, a 2-lane roadway that runs parallel to Highway 14.
- Developing greater interconnectivity between commercial parking lots.
- Improving transit, including facilities such as bus pull-outs and Park 'n Rides.

Several transportation studies have been done that support the strategy that has been in place. Urban Systems completed a Highway 14 Corridor Study in 2008 and Boulevard completed a Transportation Master Plan for the District of Sooke in March 2009. The Master Plan included extensive community consultation.

Our former Regional Director, Tracy Cooper, and our Regional Manager, Planning, John Schnablegger met with Sooke staff on April 23, 2009 to discuss the transportation strategy. A new strategy was proposed by Sooke that included:

- Sooke will commit to building a Grant-Thrup Connector as a limited access 4-lane route to a standard suitable to function as a highway.
- Ministry will partner on a new bridge over Sooke River as part of the new route.

Ministry of  
Transportation and  
Infrastructure

Executive  
South Coast Region

Mailing Address:  
7818 6th Street  
Burnaby BC V3N 4N8

Telephone: 604 660 8200  
Facsimile: 604 660 0350

Web Address:  
[www.gov.bc.ca/tran](http://www.gov.bc.ca/tran)



- Ministry will swap the existing Highway 14 for the new highway when new highway complete.
- Ministry will relax its requirement for protecting a 30m right-of-way along the existing highway (Sooke Road) to 25m.

Thank you for putting this proposal forward. As you can appreciate, this would be a major change in strategy, but one that our region will entertain.

In terms of the draft OCP, I would suggest you review how the statements in Sections 4.13.2 and 4.13.3 are worded. It would be difficult for the average reader to understand that the proposed OCP policy is to change which road is the highway and by implication result in a significant change in traffic patterns and a major change for residents along Grant and Throup. Perhaps it would be appropriate to move the statements in the appendix to the main body of the OCP in recognition of the importance of this endeavor.

I would like to clarify that our policy is to only have one route through a community to connect to communities beyond. If and when the new highway is completed, we would be declassifying the unneeded route, which in this case, would include the existing Sooke River Bridge.

Overall there are many positive statements in the OCP document that illustrate that the District is committed to transportation choice and building a compact community that allows for more walking and cycling.

Again thank you for an opportunity to review the OCP draft and we look forward to further discussions on your proposal.

Yours truly,



Patrick Livolsi, P. Eng.  
Regional Director  
South Coast Region

cc: John Schnablegger, Reg. Mgr., Programming, Partnerships & Planning, SCR  
Barbara Thomas, District Manager, Vancouver Island District  
Bob Webb, Operations Manager, Saanich Area Office  
Dave Edgar, District Planning Engineer, Vancouver Island District  
Michael Goodhelpsen, District Development Technician, Saanich Area Office

## Edgar, David D TRAN:EX

**From:** Goodhelpsen, Michael TRAN:EX  
**Sent:** Friday, January 8, 2010 1:12 PM  
**To:** Edgar, David D TRAN:EX  
**Subject:** Sooke Draft OCP 2010 Review

Hi Dave,


The draft OCP will be on its way to you shortly. I went through it and flagged and highlighted anything related directly or indirectly to Hwy 14. Most of what they talk about supports what we've recommended and other items that I think we should support. The only red flag is the quote about the proposed MOU regarding a highway swap and bridge installation (page 139).

*o/c*

Here's a summary of some ideas presented:

- Crosswalks – frequent reference to improving and adding crosswalks.
- Galloping Goose connector – frequent reference throughout. A connector sounds good to me but would either need to share our bridge or construct a new bridge.
- Parking – frequent reference throughout.
- Redevelopment of Evergreen Mall 4.4.3.A.c – I think we need to encourage DoS to work with us on a detailed plan for Sooke Road between Church and Otter Point (more specifically Anne Marie and Townsend) for accesses, crosswalks, bus stops. I think there are some simple changes that would help reduce the congestion here.
- x • Full pull-out bus stops 4.13.2.e – encourage DoS to apply for permits. Several of their stops are without a permit. *o/c*
- x • The Grant/Thrup connector 4.13.2.m – we should particularly encourage DoS to build the connector between Otter Point and Church and then Charters. *- what they have in OCP 11/11*
- DCC bylaws 4.13.4.d – updating the DCC bylaw to include intersection improvements could replace the need for repetitive traffic impact studies (i.e. Charters, Otter Point, Maple Ave, Whiffin Spit/Brooks, etc.)
- Traffic Calming 4.13.4.i – seeking our collaboration. *- we have no specific funding*
- Sidewalks and Bike lanes 4.13.4.k – we all need to be on the same page with how will they would fit within existing and future r/w widths.
- Innovative Development Standards 5.2.3.c – refers to parking configurations
- "Access Management Strategy" 5.2.4.c – sounds like a great idea. Hopefully, DoS will refer to us for our comments.

**Michael Goodhelpsen**  
District Development Technician  
South Island District, Saanich Area Office  
Ministry of Transportation and Infrastructure  
Ph 250-952-4489 Fax 250-952-4508

 Please consider the environment before printing this email.

*Map 3 Turn Circle - comments - capacity / appropriate*