



DISTRICT OF SOOKE
Business Case

Grant Road Connector Project – Phase 2
Phillips Road to Charters Road

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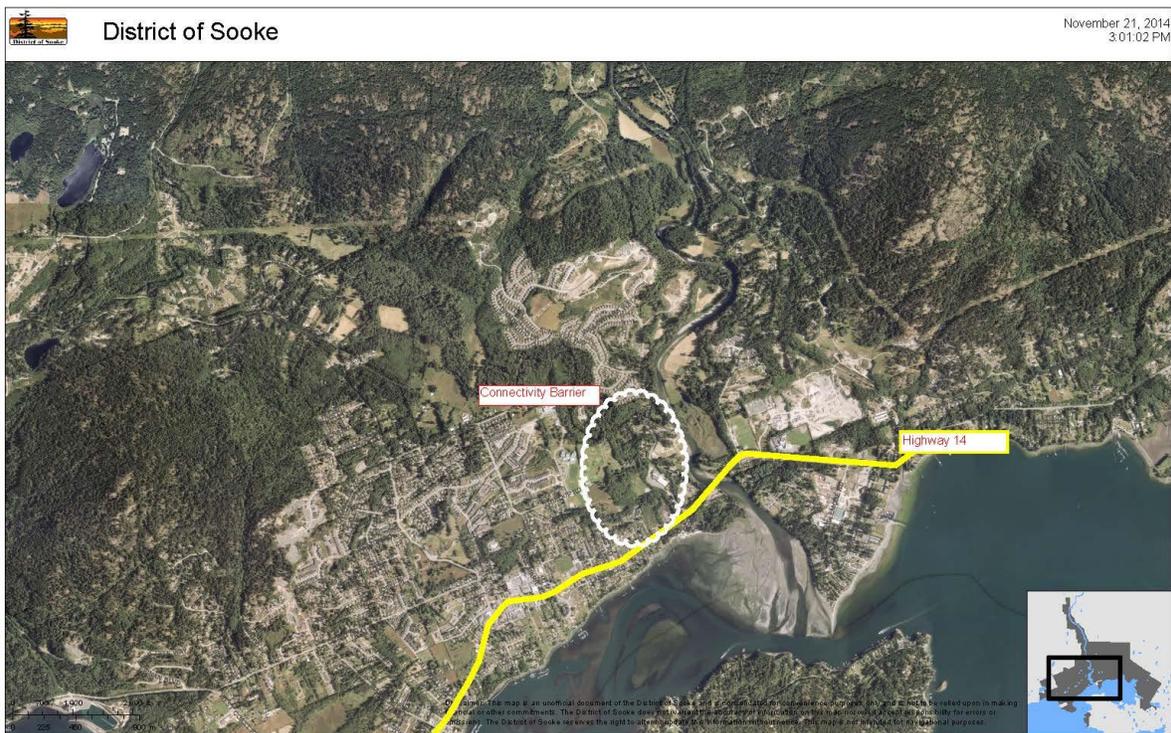
APPENDIX 1: Official Community Plan – Transportation Section

1. Project Objective

The project will eliminate a connectivity barrier within the District that forces a significant amount of local traffic onto Highway 14 (Sooke Road) in order to reach several schools, local businesses and the recreation centre.

The project will provide a parallel route to the highway from Phillips Road to Charters Road, linking up with the recently completed “Wadams Way” which connects Church Road to Otter Point Road. Wadams Way was the first phase in the Grant Road Connector project and the project that is the subject of this application is the second phase.

The map below shows the highway in yellow and the connectivity barrier addressed by the area outlined in white.



2. Proposed Project Activities

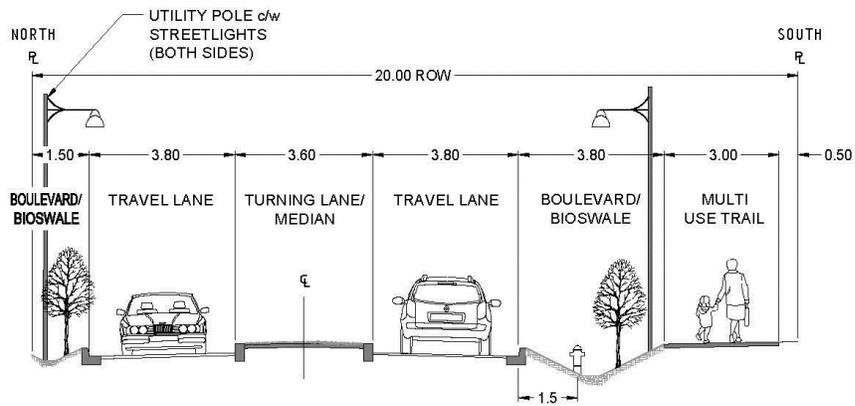
The project includes construction of a new connector road west from Phillips Road along Thru Road ending at Charters Road. Project activities will include:

- Design and engineering (completed to 50% in 2012 for grant ready status)
- Site works (mobilizing/demobilizing, surveying etc)

- Removals (clearing and grubbing)
- Road works (topsoil stripping, common excavation, fill, sub-base/ base and asphalt paving of roadway and trail, parking access, driveway reconstruction, curbs etc).
- Drainage works (manholes, catchbasins, mains, bioswale boulevards, etc).
- Culvert installation with engineered fill
- Miscellaneous (street lighting, line painting, signage, landscaping etc)

The project is phase 2 of the Grant Road Connector Project and is similar to the recently completed Phase 1 (“Wadams Way” – Church Road to Otter Point Road). Phase 1 was completed by the District in September 2014, on time and under budget. The main difference is that Phase 2 involves culvert installation with engineered fill in a steep creek area to connect with Phillips Road.

Consistent with phase 1 design, the project roadway will have two travel lanes, bioswale boulevards on both sides, a 3m multi-use trail on one side and street lighting on both sides (example cross section shown below). The project will also involve new parking access being constructed into the SEAPARC recreation centre, and possible new driveway access on Throup Road for the Demamiel Creek Golf Course, Sooke Community Association and other adjacent properties.



NOTES:

1. ALL CONSTRUCTION TO CONFORM TO DISTRICT OF SOOKE SUPPLEMENTS AND BYLAWS.
2. THIS SECTION IS A TYPICAL MID-BLOCK DESIGN. INTERSECTIONS ARE TO BE DESIGNED INDEPENDENTLY.
3. HYDRO/ TELUS/ SHAW (UTILITIES) INFRASTRUCTURE TO BE OVERHEAD. UTILITY INFRASTRUCTURE TO BE INSTALLED ON BOTH SIDES OF THE ROAD,
4. BUS PULLOUTS COULD BE INSTALLED WITHIN BOULEVARD/ BIOSWALE AREA. BUS STOPS COULD BE INSTALLED ON EITHER SIDE OF THE ROAD,

Typical Section 20.0m
Grant Road Connector

Revision Date:
NOVEMBER 2013

Drawing Number:
R11SS

3. Project Rationale

Over the years planners addressed the problems posed by Highway 14 and the connectivity problems within the District. An alternative considered was a bypass north of the town. That option however is a low priority for the Province, not likely to be included in the Province's capital plan in the foreseeable future. The only viable parallel road network option for the community is the Grant Road Connector Project.

Originally planned as one large project, this initiative has instead been broken into four phases to make it more manageable. Phase 1 (Church Road to Otter Point Road) was completed by the District in 2014, on time and under budget. Phase 2 is the subject of this application. Phase 3 will complete the project link providing an upgraded road and new multi use trail along Grant Road from Gatewood Road to West Coast Road (Highway 14). Phase 4 will consist of a new section of road between Gatewood Road and Otter Point Road.

Phase 2 of the project resolves most of the major discontinuities in the current road network in the District. Residents will benefit from a shorter and safer commute and a healthy option of walking or cycling instead of driving.

The District explored both a bridge option and a culvert option for this project. Given that fiscal responsibility is the number one strategic priority for the District, this drove the decision to go with the culvert option. The estimated \$800,000 savings helps ensure the District makes adequate contributions towards required long-term capital infrastructure needs, while also living within its means.

The need for the project is detailed in the following key District planning documents, the *Official Community Plan, 2010 (OCP)*; *2009 Transportation Master Plan*, *Community Energy and Emissions Plan (CEEP)*, and the *Sooke Sustainable Development Strategy*.

The Official Community Plan, 2010 (OCP)

The Official Community Plan (OCP) is a District Bylaw and provides a long term vision, objectives and policies of the local government. The OCP serves as a foundation for all policies, regulations and decisions pertaining to land use and development in the municipality.

The full OCP Transportation section 4.13 is included as an appendix to the application for reference. Elements of that section as they relate to the project are summarized below.

The project's design achieves the following safety requirements listed in the OCP Transportation section:

- *separating travel modes such as bicycle, bus, and other vehicles;*
- *encouraging non-motorized travel;*
- *achieving compatibility between a road's use, and its form and function;*

- *providing for local access and mobility of through traffic; and*
- *accommodating pedestrians, cyclists and public transit on the transportation network and at desired crossings.*

The project's design achieves the following OCP Transportation goals:

- *To provide adequate transportation infrastructure and services in a timely manner to create connectivity and promote pleasant, safe pedestrian travel and other forms of alternative transportation methods as a primary means of movement and an important quality of life attribute;*
- *To ensure a safe and efficient road network through development of a network of vehicle, transit, bicycle and pedestrian routes; and*
- *To implement new approaches to transportation planning, such as better coordinating land use and transportation; increasing the availability of high quality transit service including HandiDART and neighbourhood bus services; creating variety, resiliency and connectivity within road networks; and ensuring connectivity between pedestrian, bike, transit and road facilities.*

The project's design achieves the following OCP Transportation objectives:

- *Develop connectivity between existing sidewalks and trail systems to schools, parks and commercial areas including along the Sooke River, waterfront and highway crossings;*
- *Promote the community as pedestrian friendly, with a strong focus on a pedestrian friendly environment in the Town Centre;*
- *Promote safe, efficient and economical operation for all users of the existing and future road networks, including regional transportation links; and*
- *Support the Throup/Grant Road connector to reduce traffic on Highway 14 through Sooke's Town Centre.*

The project's design achieves the following OCP Transportation policies:

- *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;*
- *Improve and expand public transportation service opportunities, bus shelters and cross walks in cooperation with BC Transit in Sooke and surrounding area.*
- *Promote Sooke as a pedestrian friendly community in which pedestrian facilities are established and integrated with planning for transit service;*

The project's design achieves the following OCP Transportation action items:

- *Implement the District of Sooke Transportation Master Plan, 2009 with priority to build the Throup/Grant Road connector road;*
- *Implement the road network connections outlined in the Transportation Master Plan, as well as the recommendations for the Bicycle and*

Pedestrian Network, Public Transit, Neighbourhood Zero Emission Vehicles, Transportation Demand Management and Implementation plan;

- *Install sidewalks and/or trails on a minimum of one side of all roads except in rural areas;*

2009 Transportation Master Plan

A major transportation study was conducted by the District of Sooke in 2000 and many deficiencies were noted with Highway 14 (Sooke Road/West Coast Road) from safety, capacity and environmental perspectives. The study highlighted the network connectivity problem within the community. The report's conclusions led directly to the creation of the Grant Road Connector Project and its inclusion in the District's *2009 Transportation Master Plan* and *Official Community Plan*.

This project results from an analysis of the entire system. As noted in the *2009 Transportation Master Plan*, the District of Sooke is implementing a roundabouts first policy. This planning requires that a parallel connector also be constructed. Roundabouts are the first option for a major intersection requiring upgrades in the District. The District will be constructing, in partnership with the Ministry of Transportation and Infrastructure, the first roundabout in 2015 at Highway 14 (Sooke Road) and Brownsey Boulevard, along with improved sidewalks and bicycle lanes along Sooke Road from Church Road to Otter Point Road.

The following excerpts of the District's *2009 Transportation Master Plan* highlight the importance of the proposed project to the community:

Section 4.7: Future Road Network Links

"The District of Sooke's road network lacks east-west connectivity on both the north and south side of Sooke Road. Currently residents of the Otter Point, Broomhill, Western Sooke, Western Town Centre, Central Town Centre, Eastern Town Centre, and Whiffin Spit must use Sooke Road to travel between their houses, downtown Sooke and Victoria."

*"The implementation of the Grant Collector Road system will provide a secondary route between Phillips Road and Otter Point Road. The collector road system includes extending Throup Road from Charters Road to Phillips Road and creating a new Grant Road between Church Road and Otter Point Road within the short term." (note: **this is the subject project and the recently completed "Wadams Way"**)*

Section 4.8.3 Traffic Conditions and Intersection Improvements:

"By providing the collector road system, the volume of traffic on Sooke Road will be reduced and improve the existing LOS (level of service) at Church Road/Sooke Road and Otter Point Road/Sooke Road to a LOS C or better in the pm peak hour. The LOS at Sooke Road/Evergreen Mall access will improve to a

LOS D, while the southbound movement at Sooke Road/Townsend Road will improve, but only to a LOS E. However, the traffic volumes on Townsend Road are less than 100vph.”

Community Energy and Emissions Plan (CEEP)

The CEEP is a comprehensive, long-term plan to improve energy efficiency, reduce greenhouse gas (GHG) emissions, and foster local green energy solutions in the community. Land use issues, transportation planning, building and site planning, infrastructure, and renewable energy supply are all encompassed in a CEEP.

The District of Sooke is growing significantly. This anticipated growth in demand will put a strain on existing transportation infrastructure and requires that the District move forward with planned transportation improvements such as the proposed project if it is to meet the 1% annual reduction targets in the CEEP.

In the transportation sector, the easiest GHG reduction step to take is to reduce vehicle trip distances through appropriate urban planning and transportation demand management. The project (Phillips Road to Charters Road – Phase 2 of the Grant Road Connector Project) achieves this by completing critical links in the network to reduce the distance travelled.

Eliminating congestion and reducing delays behind turning vehicles also leads to GHG reductions through a reduction in fuel consumed. The project also contributes to GHG reductions by providing necessary active transportation opportunities (walking, cycling etc) to address transportation infrastructure actions in the CEEP.

Section 6.2 of the CEEP (Walking Infrastructure) details the estimated impact the Grant Road Connector Project would have on shifting transportation demand away from vehicles and to active means such as walking. 480,000 in reduced vehicle kilometers driven and fuel savings to residents of \$91,000 per year based on a fuel price of \$1.40 per litre was estimated in the CEEP document.

Sooke Sustainable Development Strategy

One of the important steps taken by the District of Sooke toward becoming a leader in sustainable community development is the initiation of this Sustainable Development Strategy. This strategy highlights key opportunities for pursuing sustainable development within the community, and identifies recommended actions and practical tools for implementation. Most of the actions have strong synergies with the Capital Regional District's Growth Strategy, which provides a larger context for change in the District of Sooke.

The project helps achieve three significant pillars of the “Eight Pillars of a Sustainable Community” as identified in the strategy. The pillars directly impacted are:

- Complete, Compact, Livable Neighbourhood Centres
- Efficient, Innovative Transportation, and
- Building a Strong, Healthy Community

The project provides a parallel route to access the town core, recreation centre and several schools without having to travel down to Highway 14, along the highway and back up again. This creates a compact and livable neighbourhood in the community.

The project will reduce local commuter travel time and also will reduce trip times for those travelling on Highway 14 through the District to neighbouring communities. The project’s benefits are further enhanced by the addition of a roundabout being constructed in partnership with the Ministry of Transportation in the town core in 2015, along with improved pedestrian and cycling facilities on Sooke Road from Church Road to Otter Point Road. The project and roundabout combine to provide complete streets and thus a more efficient and innovative transportation network in the community and region.

The project’s multi-use trail and direct access to the recreation centre, combined with a connection to other newly created trails in the District, opens up new access for cycling, walking and other modes of active transportation. This helps build a stronger and healthier community.

4. Expected Benefits

The project will result in environmental, economic and social benefits.

Environmental

The project reduces GHG emissions by reducing trip lengths due to reduced circuitry in the network. The project also reduces congestion on Highway 14 thus reducing vehicle idling and GHG emissions.

The District engaged a consulting firm to develop traffic simulation models and estimate total trip distances in base case and in a project case scenarios. These estimates were developed for the entire Grant Road Connector Project. Phase 2 (Phillips Road to Charters Road), which is the subject of this grant application, is a key component of the entire project and the estimated environmental, economic and social benefits would not be possible without the completion of this phase of the entire project.

The traffic simulation model estimated that 18.6 million kms would be driven in a base case scenario and 14.6 million kms annually under the project scenario, resulting in a savings of 4 million kms annually. Assuming a fuel efficiency of 10L/100km for an average vehicle in the District on the town core roads, GHG emissions would be

reduced by 936 tCO₂e annually based on an emissions factor of 2.341 kg CO₂e per litre.

GHG savings were also estimated from vehicle demand shift to walking/cycling based on the existing active transportation infrastructure and the location of Sooke Elementary, Ecole Poirier Elementary, and Journey Middle school. The three schools are centrally located in Sooke and have a combined student population approaching 1,200. A trip pattern often seen in the community is driving to school, then home and back to school to pick up at the end of the school day and come back home. This currently must be done along the busy and congested Highway 14 (Sooke Road) and requires a total of up to 4 trips per day per enrolled student or 4,800 trips in total every day.

The average trip distance assumed was 2 kilometers (9,600 km per day). Assuming 200 school days per year, this resulted in 1.9 million kilometers per year. It was estimated that with 1-2 kilometers of multi-use trail infrastructure to fill in connectivity gaps, and active promotion of walking/cycling to school on the new multi-use trails, 25% may shift to walking from vehicle transportation. This would reduce annual vehicle kilometers by 480,000km, resulting in a GHG savings of 152 tCO₂e annually over the baseline, and a fuel cost saving of \$91,000 annually based on \$1.40 per litre for gas and average fuel consumption.

Total GHG emission reductions from the Grant Road Connector Project are therefore estimated at 1,088 tCO₂e annually. This is a significant positive impact on the environment.

In addition to the substantial GHG reductions, environmental benefits from the project will also be created from the best practices in storm water management incorporated into the project's design. Grading will be used to direct storm water into Bioswales and rain gardens.

Economic benefits

The benefits from this project, Phase 2 of the Grant Road Connector Project (Phillips Road to Charters Road) would not be possible without the other two phases of the entire project. For that reason the full costs and benefits of the entire phased project are included in the discussion that follows.

Using the FCM Infrastructure Calculator, the entire phased project will result in approximately 93 new jobs, \$10.6 million in GDP and \$2.1 million in federal/provincial tax revenues. Phase 2 alone, the subject of this application, would generate an estimated 45 new jobs, \$5 million in GDP and \$1 million in federal/provincial tax revenues.

In addition to the benefits derived using the FCM Infrastructure calculator, benefits to the community will result from the significant operating cost and time value savings for

users of the road network. It is anticipated that this new route also will result in fewer incidents compared to the current high incident route. The project may increase development possibilities for property owners which would result in increased tax revenue generated by the District.

The actual 2014 cost incurred for Phase 1 was \$1.9 million and the current estimated cost for Phase 2 is \$3.8 million. Phase 3 (Otter Point Road to West Coast Road) was estimated to cost \$1.97 million in 2008 and adjusted for inflation the current estimate is \$2.1 million. This combined cost of all three phases is therefore \$7.8 million.

As noted above, the District engaged a consulting firm to develop traffic simulation models and estimate total trip distances in base case and in a project case scenarios. Travel projections for the project are based on a PM Peak of 640 vph = 6,400 vehicles per day. The model estimated that 18.6 million kms would be driven in a base case scenario and 14.6 million kms annually under the project scenario, resulting in a savings of 4 million kms annually. Operating costs savings from this reduced trip distance are estimated at \$1 million annually based on \$0.25 per kilometre.

Time savings due to the improved network and reduced idling are estimated at 147,000 hours per year, which results in a savings of \$1.47 million annually based on a time value of \$10/hr.

New property taxes resulting from the project are estimated at \$128,000 annually (Development Cost Charges and Community Amenity Charges are not included as they are meant to offset related costs to the community from the new development activity). This estimate is only from the recently completed Phase 1 impacts; the benefits from the total project are likely to be higher as Phase 2 also opens up new access. Due to the uncertainty at projecting future development activity however no estimate is included for Phase 2 or 3.

Additional road maintenance costs to the District are estimated at \$8,000 per year based on quotes from the District's contracted road maintenance company for the new road.

Taking an estimated 6,400 vehicles per day off the busy Highway 14 (Sooke Road) may result in reduced accidents. Highway 14 (Sooke Road) has a high accident frequency resulting partly from having many access points. The project will alternatively provide a safe parallel route through the town core and reducing the need to use many of the current access points. Typical calculations value one fatality at \$1,000,000 and an injury at \$250,000. Annual savings are estimated at \$290,000 per year taking into account estimated property damage costs and personal injury costs. While likely to have a significant impact, due to the uncertainty in estimating an amount the estimated savings have not been included in the analysis of costs and benefits.

The estimated costs and benefits discounted at a 3.85% government cost of borrowing over a 10 year period results in an Internal Rate of Return on the entire project of 23%

and a Net Present Value of \$11.3 million. This is not including the impact on provincial or federal income taxes and GDP as estimated in the FCM Infrastructure Calculator.

Social Benefits (Stronger and Healthier Communities)

Not having a parallel road network in the District forces all local and through traffic onto the highway. Turning volumes are high and put a strain on the road capacity. Travel distances are also significantly longer for local trips as residents must drive to the highway and then re-enter the community at another cross street. The high level of access points along the highway contributes to the high accident frequency in Sooke.

The lack of a parallel road affects other modes of travel as well. Pedestrians and cyclists are forced to use the highway to complete the connection to several schools, the recreation centre, and the town core. Local transit service is not possible within this disconnected network.

The project will eliminate the need for many turn movements that currently occur along the highway. This will provide a safer route to connect through the community for cyclists, pedestrians and vehicle traffic.

In addition to significant safety improvements, the project will also contribute to a healthier community by reducing GHG emissions and providing a multi-use trail for walking and cycling that will connect with an extensive existing trail network in the community. Transit service to areas of the community that suffer from the connectivity barrier will become possible as well, lessening the demand on vehicles and promoting a healthier community.

Improvements to storm water management will also be made possible by the project and will protect the harbour from contaminants such as sediment, hydrocarbons and pesticides. This will add to the District's ongoing sustainability initiatives and promote a healthier community. Community water is also improved by the addition of a new loop that will provide a backup to the current single line into Sooke.

5. Timelines and Milestones

The project would be constructed over two seasons, starting in the fall of 2015 and completing in the fall of 2016. Environmental windows will be adhered to and watercourse works will be restricted to the summer and winter fisheries window dates, unless prior approval is received from a Ministry of Forests, Lands and Natural Resource Operations Habitat Officer.

Milestone

RFP Issued

RFP Closes

Contract Awarded

Construction begins

Construction completes

Official opening ceremony

Timeline

Fall 2015 (after BCF-SCF grant approval)

Fall 2015 (Three weeks after issued)

Fall 2015 (approx. one week after RFP close)

Fall 2015 (approx. one week after contract awarded)

August 2016

September 2016

A construction work schedule will be developed by the Contractor in consultation with the District's Project Manager. Mobilization will begin shortly after the contract is awarded. The District will follow roughly the same construction work schedule as was done for Wadams Way, with the exception of the culvert works in the small stream. The Wadams Way work schedule began April 7, 2014 and completed on August 31, 2014, before the new school year.

6. Performance and Progress Measures

Performance and progress measures are built into the District's construction documents (standard MMCD templates) and project management process. The District will engage the services of an engineering consulting firm to supply a Project Manager to oversee the project. The Project Manager will monitor the progress and performance of the project through regular on-site reviews. Progress will be documented and communicated back to the Municipal Engineer and CAO. This was successfully carried out with the recently completed Wadams Way (Phase 1 of the Grant Road Connector Project – Church Road to Otter Point Road).

Site Reviews will be carried out on a regular basis by the Project Manager to monitor and document the project's completion. This was the process followed with the recently completed Phase 1 of the Grant Road Connector Project (Church Road to Otter Point Road – "Wadams Way"). The Site Reviews document the labour and equipment on site and also document in detail the progress of the project. The Site Review form records any risks to be followed up on and also records best practice measures in place. This active project management is a key component of how the District ensures the project will be delivered on time and below budget, as was the case with Wadams Way.

Contract Change Notice documents will be used by the Project Manager to document any proposed changes to the original works and to request a quote for the change. No changes to the original works will be allowed until a Change Order has been issued and authorized by the District. The value of the contract prior to the change order, the value of the change order, and the current value of the contract are all noted on the Change Order and tracked to monitor the project actual versus budget.

Monthly project progress ("Project Draw") is documented by the Project Manager on an excel sheet that records the original contracted (and change orders) unit

quantities/rates/cost by project activity (Roadwork – Clearing and Grubbing for example), the quantity progress (% completion as assessed by the Project Manager), and a resultant cost summary. This information is then used by the Project Manager to prepare the monthly Payment Certificate. That document summarizes the project progress against the original contract value and any change orders and is authorized by the Project Manager and the Municipal Engineer. A standard 10% holdback is retained. The District's Finance department records the payment and holdback and monitors the project costs against the approved project budget.

Holdbacks are released upon satisfaction by the Project Manager that the Contractor's claim for release is substantiated. This is evidenced by the Project Manager on the Progress Draw and the Payment Certificate (signed by the Project Manager and the Municipal Engineer). The Contractor must submit a Statutory Declaration certifying that payment in full has been received, except for the holdback. The declaration is signed by the Contractor and notarized by a notary public and is submitted to the Project Manager who then prepares the Payment Certificate. Clearance is obtained by the Contractor from WorkSafe BC and submitted to the Project Manager as part of the holdback release review process.

The Project Manager will proactively communicate with the Ministry of Forests, Lands and Natural Resource Operations regarding any possible in-stream works. This will ensure the District has received necessary approval from a Habitat Officer before any in-stream works proceed and if any variances are required to work outside the usual in-stream "work window" (summer and winter dates). Any required changes to the scope or timing of construction works will be documented by the Project Manager in a Site Instruction Notice to the contractor and will be part of the weekly Site Review monitoring process. This was the same process carried out with the recently completed Wadams Way.

7. Project Risks

The District is relatively small and does not have the staff resources to devote solely to managing its capital construction projects. The District mitigates this risk by engaging an engineering firm to act as Project Manager on its behalf. This process was successfully carried out for Phase 1 of the Grant Road Connector Project (Church Road to Otter Point Road – "Wadams Way").

The phasing approach utilized by the District for the Grant Road Connector Project also helps to mitigate project risk. Preliminary design work and stakeholder consultations have already taken place for what was previously going to be one large project. The District decided instead to break the project into more manageable phases and has recently completed Phase 1 (Wadams Way) on time and under budget. Support letters have been received by the District for the entire Grant Road Connector Project and also for this particular project, Phase 2 (Phillips Road to Charters Road). Community support for the project is clearly evidenced by the project's inclusion in the

District's Official Community Plan and Transportation Master Plan documents (Section 3 above).

The District will evaluate whether it is necessary to update its previously completed Archaeological and Environmental Impact Assessments. It is not anticipated this will be necessary given the project scope has not changed and stakeholders were involved in the process.

Only one small portion of road right-of-way remains to be formally secured. This portion is owned by the Capital Regional District and subject to stewardship by the SEAPARC Commission (governing body of the SEAPARC recreation centre). Approval for the dedication has been received by the SEAPARC Commission Board. The District and the Capital Regional District have an agreement in principle to facilitate the transfer of the subject lands in return for the District providing access and additional parking at the SEAPARC leisure centre from the connector. This has already been incorporated into preliminary design work.

Contract management risk is mitigated by engaging a qualified Project Manager and by utilizing best practice tendering and contracting templates. Standard MMCD contracting template forms will be used, as they were for Phase 1 – Wadams Way. The construction contractor will be required to place a Performance Bond and a Labour and Material Payment Bond (both at 50% of construction award value) and also have their Certificate of Insurance and WCB Certificate submitted in good form prior to the District entering into a signed agreement.

In addition to the main construction contractor, the project will also involve contracts and agreements with the Project Manager, surveyors, transportation consultants, geotechnical services, environmental services, amphibian specialist, tree clearing/fencing, and electrical contractor. All contracts will be managed by the District's contracted Project Manager and will adhere to the District's procurement policy, which is based on best practice guidance and templates from the Province's Procurement Services Branch.

Construction risks identified by the Contractor or Project Manager will be subject to the Contract Change notice process discussed in Section 6 above.

The project will impact traffic along Throup Road going to Journey Middle School, Poirier Elementary School and the Demamiel Golf Course. The Project Manager will proactively mitigate this potential disruption by engaging Sooke School District officials and the owner of the golf course early on to work out appropriate timelines and possible detours (if necessary).

The District will use social media, including Twitter and the District's website, to inform residents of the project's progress and its planned official opening date.

8. Project Budget

Grant Road Connector Project Phase 2 (Phillips Road to Charters Road)

	Feb 2012 Engineering Cost Estimate	Nov 2014 Updated		Presentation in application Question 10
Design and Engineering		150,000		150,000
A - Site Works	160,000	242,174	Note 1	} 2,896,751
B - Removals	126,400	128,877	Note 2	
C - Road Works	1,605,000	1,797,320	Note 1	
D - Drain	253,660	280,510	Note 1	
E - Wetland Crossing	113,100	115,317	Note 2	
F - Miscellaneous	326,160	332,553	Note 2	
Sub total	2,584,320	3,046,751		
Contingency (25%)	646,080	761,688		761,688
Total	3,230,400	3,808,439		3,808,439
Grant request:				
Federal (one third of \$4,606,669)		1,269,480		
Provincial (match federal)		1,269,480		
Total Grant Request:		2,538,959		

Note 1:

Feb 2012 cost estimates have been updated by the District based on 2014 known costs to complete Wadams Way (Phase 1 of the Grant Road Connector Project).

Note 2:

Where known costs were not available to update the 2012 estimates an inflation adjustment of 1.96% has been applied. Sept 2014 all items index = 119.4 and Feb 2012 all items index was 117.2. Difference of 2.3 or 1.96%.

The District's share of \$1,269,480 (\$3,808,439 less possible BCF-SCF grant funding of \$2,538,959) will be financed by \$774,383 in Development Cost Charges, \$305,569 from capital reserves and \$189,528 from taxes.

Appendix 1: Official Community Plan – Transportation Section
(see following pages)

4.13 TRANSPORTATION

Safety considerations are paramount in Sooke regarding transportation planning through the following:

- separating travel modes such as bicycle, bus, and other vehicles;
- encouraging non-motorized travel;
- reducing operating speeds using techniques such as traffic calming;
- achieving compatibility between a road's use, and its form and function;
- providing for local access and mobility of through traffic; and
- accommodating pedestrians, cyclists and public transit on the transportation network and at desired crossings.



4.13.1 GOALS

- To provide adequate transportation infrastructure and services in a timely manner to create connectivity and promote pleasant, safe pedestrian travel and other forms of alternative transportation methods as a primary means of movement and an important quality of life attribute;
- To ensure a safe and efficient road network through development of a network of vehicle, transit, bicycle and pedestrian routes; and
- To implement new approaches to transportation planning, such as better coordinating land use and transportation; increasing the availability of high quality transit service including HandiDART and neighbourhood bus services; creating variety, resiliency and connectivity within road networks; and ensuring connectivity between pedestrian, bike, transit and road facilities.

4.13.2 OBJECTIVES

- a. Work in collaboration with the Ministry of Transportation and Infrastructure (MOTI) and the Capital Regional District (CRD) in order to follow the recommendations and implementation plan contained within the District of Sooke Transportation Master Plan 2009;
- b. Link the District's five year Capital Expenditure Program with the Transportation Master Plan 2009;
- c. Utilize Sooke Smart Growth planning principles and integrate transportation and land use decision making in the Town Centre, including the exploration and

- adoption of alternative development road standards, bicycle lanes, pedestrian movement and mixed use, so residents can live, work and shop close to home;
- d. Promote Sooke as a BC Transit transportation hub for repair and overnight storage of transit vehicles;
 - e. Promote Sooke's linkage with the BC Transit system and the installation of full pull-out bus stops;
 - f. In conjunction with the CRD and other surrounding municipalities, support a light rail transit system in the West Shore;
 - g. Promote Sooke tourism shuttle services in partnership with Sooke tourism stakeholders;
 - h. Explore the possibility of ferry or boat service to and from Sooke, including Bamfield, Ucluelet, Tofino and Victoria, etc;
 - i. Develop connectivity between existing sidewalks and trail systems to schools, parks and commercial areas including along the Sooke River, waterfront and highway crossings;
 - j. Create "human scale" frontages and development that encourage walking;
 - k. Promote the community as pedestrian friendly, with a strong focus on a pedestrian friendly environment in the Town Centre;
 - l. Promote safe, efficient and economical operation for all users of the existing and future road networks, including regional transportation links; and
 - m. Support the Thrup/Grant Road connector to reduce traffic on Highway 14 through Sooke's Town Centre.

4.13.3 POLICIES

- a. 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;
- b. The District and MOTI will develop a Memorandum of Understanding (MOU) to support transportation strategies, including roundabouts, intersections, decreased cross-sections, etc. for Highway 14;
- c. Investigate the following sources of funding for transportation infrastructure projects:
 - i. special levies;
 - ii. strategic budget allocations;
 - iii. Gas Tax Fund;
 - iv. Green Municipal Fund;
 - v. public transportation infrastructure funds;
 - vi. Canada Strategic Infrastructure Fund; and
 - vii. Infrastructure Canada program.
- d. Improve and expand public transportation service opportunities, bus shelters and cross walks in cooperation with BC Transit in Sooke and surrounding area. Utilize the *Let's Get Moving, Capital Regional District, Transportation and Health*

- Initiative, Final Report for Juan de Fuca Electoral Area and District of Sooke, 2007,* recommendations and improvements to guide improvements;
- e. Establish criteria for identifying ongoing improvements to existing transportation links;
 - f. Ensure sustainable transportation planning and design standards are met, including the exploration of Innovative Development Standards for the associated climate;
 - g. Explore alternative forms of Town Centre parking, including off street, underground, and multi-storey above ground parking facilities;
 - h. Continue to promote safety first planning principles, for all modes of transportation such as vehicle, transit, pedestrian and bike travel;
 - i. Explore the potential for, and location of, a transportation hub for boat, road, transit, cycle and pedestrian movement;
 - j. Promote Sooke as a pedestrian friendly community in which pedestrian facilities are established and integrated with planning for transit service;
 - k. Improve Highway 14 conditions and the aesthetics of the highway corridor by discouraging unkempt lots and bill board advertising and encouraging the installation of formalized landscaping;
 - l. All utilities to be underground to improve the visual appeal of the highway corridor;
 - m. Using traffic calming methods, such as round-a-bouts, parking scallops and meridian landscaping to beautify and increase safety on Highway 14;
 - n. Promote a ferry system service for transporting people in and around the Sooke Harbour and Basin and to and from other coastal communities; and
 - o. Promote to BC Transit a bus repair facility in the Sooke works yard or other appropriate industrial site; and
 - p. In further consultation with BC Transit, support the idea to provide a park and ride facility in West Sooke as well as improvements to the existing central transit exchange to facilitate better local to regional transit service.

4.13.4 ACTION ITEMS

- a. Implement the District of Sooke Transportation Master Plan, 2009 with priority to build the Throup/Grant Road connector road;
- b. Complete a Town Centre parking management study that includes public consultation with Town Centre businesses and the general public, and an inventory of possible locations for municipal owned parking areas;
- c. Review and amend the Subdivision and Development Standards bylaw and Sooke Zoning Bylaw and cross reference them to the Transportation Master Plan;
- d. Update the Development Cost Charge (DCC) bylaw in accordance with the Transportation Master Plan;
- e. Initiate parking management strategies to identify and inventory strategic municipal and private parking locations as well as exploring parking management

- techniques such as day/night sharing of parking facilities and reduced parking ratios for complimentary land uses;
- f. To create an inventory of existing and potential parking areas;
 - g. Develop alternative development road standards and incorporate them into the Subdivision and Development Standards Bylaw;
 - h. Implement a municipal/community car pool program;
 - i. In collaboration with the Ministry of Transportation and Infrastructure (MOTI) create and implement a Traffic Calming Plan for roads within and around Sooke;
 - j. Create a Pedestrian Network (Mobility) Master Plan or equivalent for Sooke and area, utilizing long range visioning and planning for a variety of transportation modes, including bikes, golf carts, special needs carts, skateboards, rollerblades, strollers, running and walking. The Pedestrian Network Plan shall include a section on seniors' mobility and be linked to the budget plan ;
 - k. Install sidewalks and pedestrian bicycle lanes along Highway 14, especially in areas where residential dwellings and commercial services exist;
 - l. Install speed limit signage on all arterial and high use roads and work with MOTI to improve road signage and safety conditions;
 - m. Implement the road network connections outlined in the Transportation Master Plan, as well as the recommendations for the Bicycle and Pedestrian Network, Public Transit, Neighbourhood Zero Emission Vehicles, Transportation Demand Management and Implementation plan;
 - n. Install sidewalks and/or trails on a minimum of one side of all roads except in rural areas;
 - o. The Town Centre shall have 3 metre wide sidewalks on both sides of all roads wherever possible; and
 - p. Incorporate street lighting improvements to allow for safer movement of pedestrians and vehicles.



Photo by Ken Sprinkling