



2025 Budget

What We Heard

District of Sooke Public Engagement (Phase One)

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ARTISTS DIEGO NARVAEZ AND SHELLEY DAVIES UNVEIL THEIR CREATION: A MURAL ON HERITAGE ROW THAT DRAW ON HISTORY, COLLABORATION, AND CULTURAL STEWARDSHIP WITH INSPIRATION FROM T'SOU-KE NATION TRADITIONS

Territorial Acknowledgment

Central to Sooke's history is the acknowledgment that Sooke occupies the unceded traditional territories of T'Sou-ke Nation and Scia'new Nations. We honour the ongoing presence, influence, and inherent rights of these Nations, whose connection to these lands and waters continues today.

The ancestors of the T'Sou-ke Nation and Scia'new Nation have lived in and stewarded these lands and waters since Time Immemorial, nurturing the natural environment with care and respect.

As the District of Sooke, we acknowledge these historical truths to raise awareness of Indigenous presence and rights. We reflect on the ongoing impacts of colonialism and commit to acting with humility and responsibility to honour the Indigenous peoples and the land we share. Let this acknowledgment inspire our collective commitment to community stewardship, guided by the wisdom of those who have long cared for these lands.



VIEW FROM POSSESSION POINT PARK

Executive Summary

The District of Sooke holds an annual budget process that includes a public survey and in-person outreach at local parks and markets, running from mid-June to mid-August. The goal is to gather feedback and ensure community input is reflected in the budget development.

For the 2025 budget, we saw increased participation with 281 online surveys completed—a 40% rise from last year's 200 responses. To reach more people and aim to capture a representative sample, a printed survey was mailed to 200 randomly selected households, with 48 returned. In total, 329 surveys were collected, contributing to a 64.5% increase in participation compared to the previous year.

The survey invited residents to:

- Share satisfaction levels;
- Rank service priorities;
- Suggest changes in service areas;
- Comment on transportation solutions; and
- Provide additional feedback.

Pop-up events at local parks and markets on weekdays and weekends allowed us to connect with approximately 900 residents. At these events, participants used stickers to allocate “tax dollars” to different services, which led to meaningful conversations between residents, Council, and staff.

Comparing feedback from the surveys and pop-up events revealed common themes, giving us a clear understanding of community priorities.

Key findings include:

- **High satisfaction:** Fire Rescue, Parks, Communications and Community Engagement, and Policing received the highest satisfaction ratings.
- **Areas of concern:** Residents were most dissatisfied with local streets and roads, community planning and development, business attraction and retention, commercial development, and bylaw education and enforcement. However, most respondents expressed overall satisfaction across all services.

Top community priorities for service level increases include:

- Local streets and roadways;
- Community planning and development;
- Business attraction, retention, and commercial development;
- Parks, outdoor spaces, sidewalks, and trails.

When asked which industries or businesses should be developed in Sooke, healthcare and medical services were the top choice. Further, to support economic growth and create higher-paying jobs, residents prioritized improving infrastructure, especially transportation, as an area of greatest focus for the District.

Given the timely concerns about transportation and road construction¹, the survey also asked for feedback on reducing traffic congestion on Highway 14. The top solution identified was the creation of an alternate route, followed by improvements to local roads and alternative ways of getting around Sooke.

Regarding transit use, respondents identified service frequency/hours of operation as the primary barrier to greater ridership, followed by the length of travel and poor service connectivity.

The survey also asked about borrowing through referendums. The highest support was for borrowing to fund sidewalks, followed by the Throup Road Connector and Phillips Road Corridor. Acquiring land for parks and greenspaces received less support but was still seen as important compared to other investments.

What's next in the budget process?

This engagement phase lays the foundation of the District's budget process. This data, combined with planning documents and technical expertise, will guide the development of the preliminary budget for Council's review.

Next, staff will provide Council with a service area overview to receive direction on changing service levels (i.e. what they want to see more or less of in the budget). Then, Financial Service will present preliminary budget book to Council, for information, before year-end.

Deliberations on the preliminary budget will occur at public meetings early in the new year, before Council considers first, second and third readings of the 2025 budget.

After budget deliberations and before the budget is adopted, the second phase of public participation in the budget will include a Budget Open House.

Finally, Council will look to adopt the budget.

¹ Survey conducted during 2024 Charters Road closure (major construction project).



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Key Learnings

1. Rising Public Awareness of Strategic Infrastructure Needs

Residents are increasingly aware of the need for strategic infrastructure investments, recognizing the challenges of balancing economic realities with growing service demands. Key projects like the Throup Connector and Phillips Road Corridor are seen as important for improving transportation and reducing congestion. Many support moving forward to a referendum for these projects, reflecting a growing acceptance of tax increases for long-term infrastructure improvements.

2. Shifting Attitudes on Taxes and Potential Tax Increases

While caution around tax increases remains, there is growing support for targeted adjustments, particularly in transportation, where current funding levels are seen as not sufficient. Residents are also more open to investments in Community Planning and Development to support Sooke's growth and diversification – transitioning away from being a bedroom community. Expanding services for business attraction and retention is also supported to reduce dependence on residential property taxes and foster economic growth.

3. Increased Focus on the Environment

Infrastructure, especially roads, remains a priority, but there is a notable shift toward environmental stewardship and sustainable development. Residents are calling for investments in green infrastructure, parks, and climate action initiatives, along with expanded pedestrian and cycling infrastructure. Protecting natural spaces for recreation and climate resilience is a growing investment priority.

4. Public Safety Remains a Core Concern

As Sooke grows, residents emphasize the need for emergency services to keep pace. While the recent implementation of 24/7 fire rescue services seem to have alleviated concerns in that area, attention is shifting toward policing. Residents want expanded police presence to address population growth, speed enforcement, crime prevention, and community policing.

5. Investing in the Local Economy

Residents strongly support efforts to attract and retain businesses, particularly in sectors like Healthcare, Technology, and Education, to create local jobs and reduce commuting. Small business support is also a priority, with calls for incentives to encourage entrepreneurship and promote a more diversified local economy, and less reliance on residential property taxes.



How We Engaged

Engagement Opportunities Provided

From June to September the District of Sooke provided multiple avenues for community participation, encouraging residents to share their feedback on budget priorities and community needs. These included:

- Annual Budget Survey (Online)
- Interactive “Pop-Up” Booths
- Random Household Survey (Mail Out)

Annual Budget Survey

The (online) annual budget survey, open from June 15 to August 25, 2024, invited residents to provide feedback on District services and rank their priorities across various service areas. Peak participation occurred on July 10, with over 250 site visits, while August 8 saw the lowest activity with 15 visits. The survey, available 24 hours a day and seven days a week, helped ensure that a wide range of residents wanting to participate had the opportunity to do so.

Inclusion and Access: A phone-in option was available for residents with lower computer literacy. This helped to ensure that all residents, regardless of their access to technology, had the opportunity to engage in the budget process.

Interactive “Pop-Up” Booths

Between June and August 2024, the District hosted interactive booths at ten local markets and parks, offering a hands-on budgeting experience.

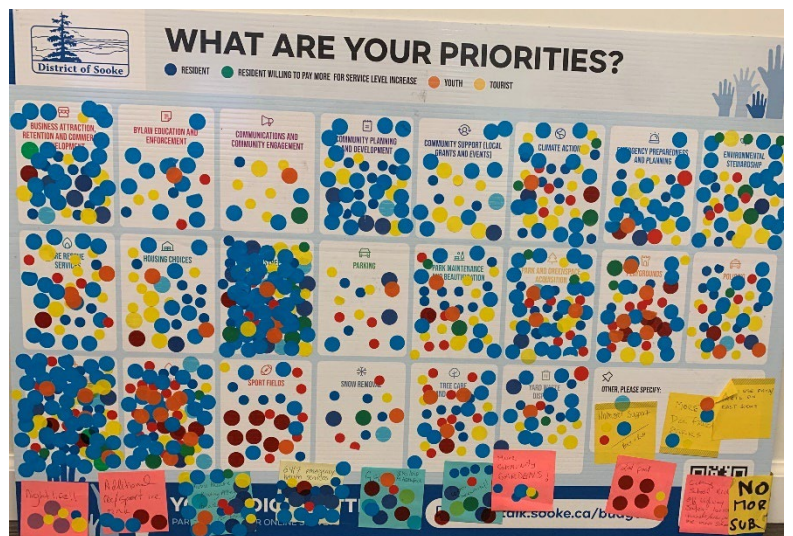
Residents were given five dots (representing tax dollars) to allocate to different service areas, allowing them to visually engage with the trade-offs involved in budgeting. These booths fostered direct interaction between the community, Council, and staff, creating meaningful dialogue about budget challenges and priorities.

Participants were asked to self-identify as a resident, resident willing to pay more for a service level increase, youth and tourist/visitor.

Random Household Print Survey

In September, after the online survey closed, a print survey was distributed to 200 randomly selected households to gather additional data and monitor trends across different mediums. This initiative aimed to capture a broader, more representative cross-section of the community, and provide an opportunity to connect with residents who may not necessarily engage with online surveys. However, it is important to note that some respondents may have participated in both the online and print surveys, as there was no mechanism to cross-reference households between the two formats. This introduces a margin of error in the data, as households that participated twice could potentially skew results by over-representing certain viewpoints.

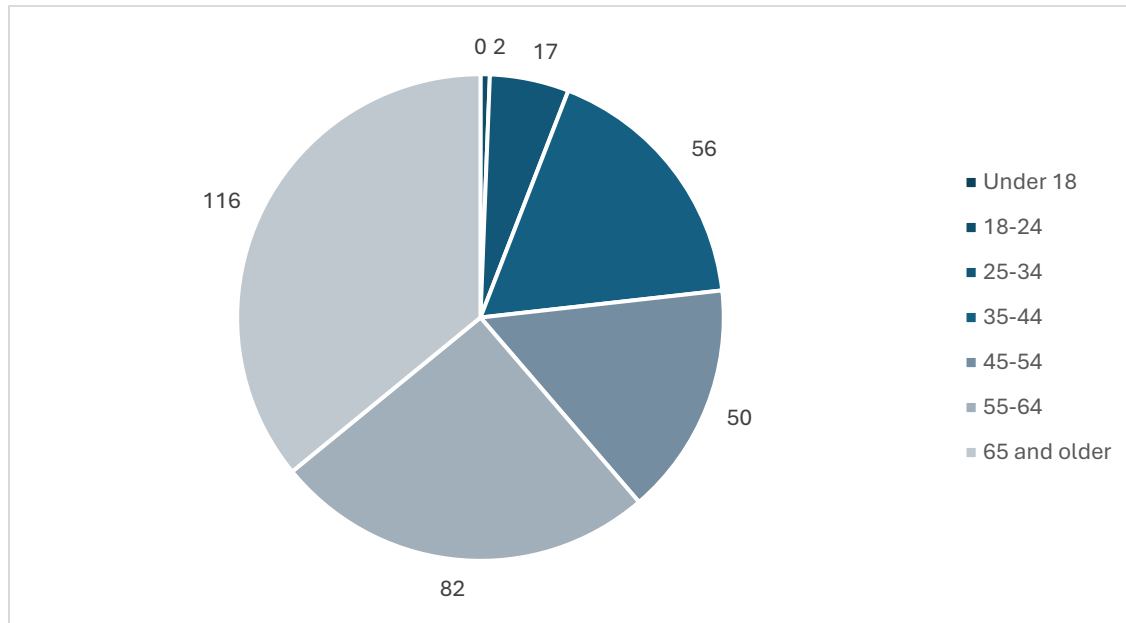
Overall, the random household survey provided valuable insights and added depth to the engagement process by capturing feedback from residents who may not be as active online, offering a more balanced reflection of community priorities. Despite the noted potential overlap, the print survey results helped validate key themes from the broader engagement, contributing to a more comprehensive understanding of resident preferences.



Who We Engaged

Survey Demographics

The majority of survey participants were from the older age groups, with 36% aged 65 and older and 25.5% aged 55-64. The age groups 45-54 (17%) and 35-44 (15.5%) were also well represented. Participation among those aged 25-34 was lower at 5.3%, while engagement from the 18-24 age group remained minimal at just 0.6%. No participants were under the age of 18.



Pop-Up Booth Demographics

The interactive "pop-up booths" attracted a diverse demographic, primarily engaging individuals aged 25-64. Notably, these booths also saw participation from children and youth aged 8-18, highlighting a growing interest among younger residents in community affairs.

Participant Profile

The majority of respondents have lived in Sooke for over 10 years (45.2%), followed by those who have resided for 6-10 years (30.8%). A smaller portion of participants have lived in Sooke for 1-5 years (19.1%) and far less residents who are new to Sooke, residents of less than 1 year (4.9%), participated in this engagement.

In terms of employment status, 42.6% of respondents are employed full-time, with many working outside of Sooke, and 38.5% are retired. Additionally, 11.7% are self-employed, 6.1% are employed part-time, and 0.6% each are students or unemployed. This representation is an important consideration, in particular, to the transportation-related data the District sought through this engagement.

Feedback Summary

- **2,840 visits** to the online budget survey
- **281 online survey participants** (254 completed the majority of the survey)
- **81 more online survey respondents** than the previous year
- An **additional 48** completed the print survey through the random household mailout
- A total of **329 surveys** were returned, an increase in survey participation of **64.5%** from the previous year
- **641 comments** left by participants
- An estimated **900 residents** engaged in the interactive pop-up experience

The data collected through the online Budget Survey aligns closely with the observations gathered from the interactive pop-up booths and the print surveys distributed to random households, reinforcing the consistency of community feedback across different engagement methods.

Satisfaction Levels

Overall Satisfaction

The majority of residents participating in the survey expressed satisfaction with the services provided by the District. Most services received ratings of "Good Value" or "Satisfactory," indicating a general approval of how municipal tax dollars are being spent.

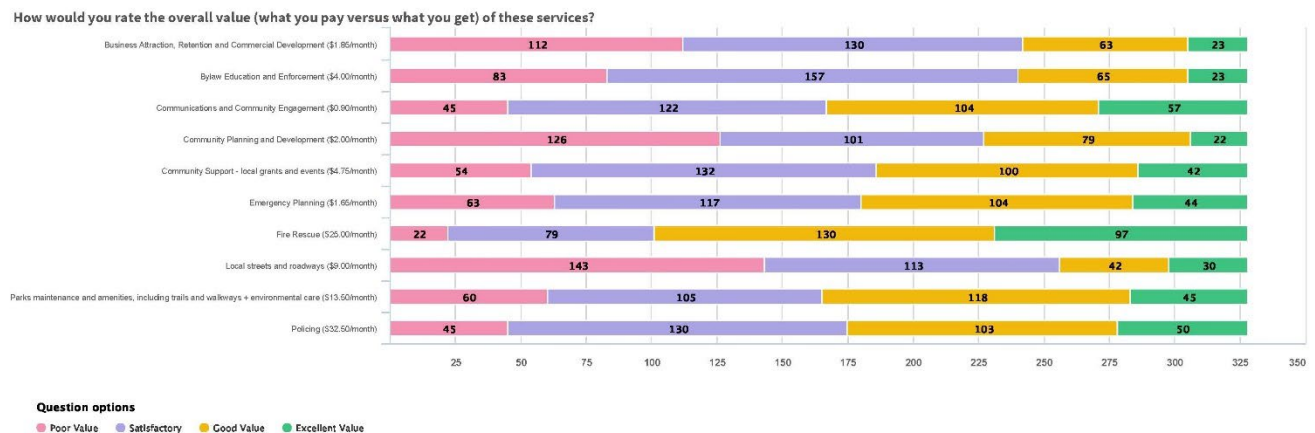
Services with the Highest Satisfaction

- **Fire Rescue:** This service received the highest level of satisfaction, with many respondents rating it as "Good Value" or "Excellent Value." The strong performance in this area reflects the community's appreciation for emergency services. Just 22 respondents expressed "poor value" for the \$25.00/month invested in this service area, whereas 207 expressed that they receive "good" or "excellent" value for fire rescue services.
- **Policing:** Police services were also rated positively, with many residents valuing the sense of safety and security while also expressing a need to increase policing services as the community grows. 45 respondents expressed "poor value" for the \$32.50/month invested in this service area and 153 expressed that they receive "good" or "excellent" value for policing services.
- **Parks and Environmental Services:** Another area with high satisfaction, respondents appreciated the maintenance of parks, trails, and green spaces, highlighting the importance of environmental care in the community. While 60 respondents expressed "poor value" for the \$13.50/month invested in this service area, 163 expressed that they receive "good" or "excellent" value for parks and environmental services.



Areas with the Least Satisfaction

- Local Streets and Roadways:** This service had a higher proportion of respondents indicating "Poor Value." Concerns were mainly related to the condition of roads and traffic congestion issues. 143 survey respondents indicated "poor value" for the \$9.00/month in property taxes allocated to service area, whereas 185, indicated that they are receiving "satisfactory (113) or "good" (42) or "excellent" (30) for this service area.
- Community Planning and Development:** There was some dissatisfaction with the speed and efficiency of planning and development services, with a number of respondents expressing the need for improvements. While 126 respondents, indicated "poor value" for the \$2.00/month in property taxes allocated to service area, a greater number, 202, indicated that they are receiving "satisfactory (101) or "good" (79) or "excellent" (22) for this service area.
- Bylaw Education and Enforcement:** This area received mixed reviews, with 157 respondents providing a "satisfactory" rating while nearly the equivalent, 83 indicating "poor value" and 88 indicating "good" (65) or "excellent" (23) value for the \$4.00/month of property taxes allocated to this service area.



Priorities

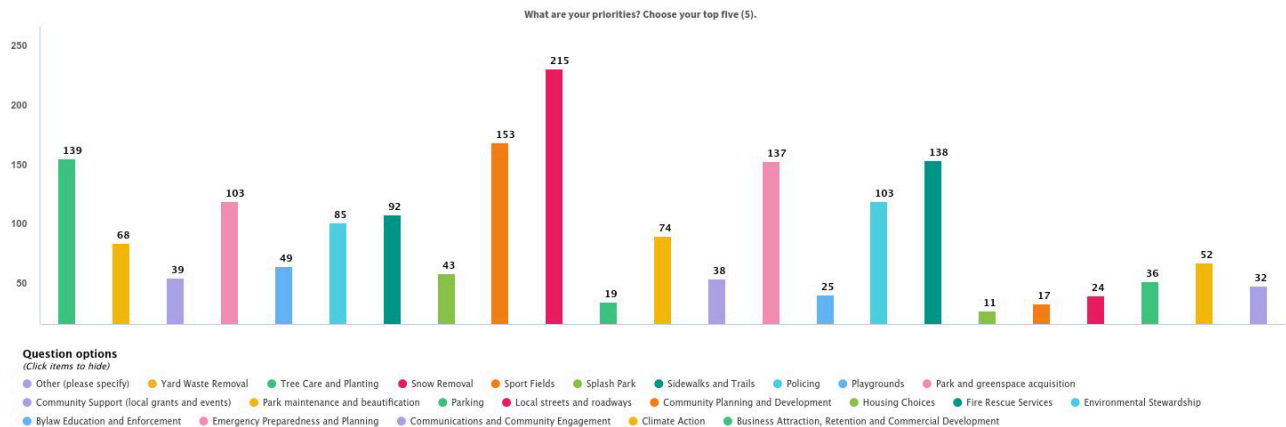
Participants were asked to choose their top five priorities.

The **highest priority areas** were as expressed through the survey were:

1. Local streets and roadway (215 votes; 65.3%)
2. Community Planning and Development (153 votes; 46.5%)
3. Business Attraction, Retention and Commercial Development (139 votes; 42.2%)
4. Sidewalks and Trails (138 votes; 41.9%)
5. Park and greenspace acquisition (137 votes; 41.6%)

Given the competing priorities, the **lowest ranking priorities** as express in this survey by participants was:

1. Splash Park (11 votes; 3.3%)
2. Sport Fields (17 votes; 5.2%)
3. Parking (19 votes; 5.8%)
4. Snow Removal (24 votes; 7.3%)
5. Playgrounds (25 votes; 7.9%)



Understanding Contributions to Community Groups

The District supports numerous community groups through grants, sponsorships, and service agreements, along with property tax exemptions, with cumulative contributions totaling approximately \$1 million annually. This level of support represents a considerable portion of the District's budget, highlighting a meaningful investment in community-driven services and programs that benefit residents. However, given the scale of this contribution, it is important to evaluate the impact and effectiveness of these funds, and check in with residents on how they value this investment.

Unlike core municipal services, the District has less direct control over the programs and services provided by these independent community groups, which can create challenges in aligning their initiatives with broader community priorities and long-term goals. To gauge resident perspectives on this investment, the survey asked:

“Do you think there should be more, less, or the same amount of support for community groups within the District’s budget?”

This question aimed to understand public sentiment on maintaining, increasing, or scaling back financial support, allowing us to make informed decisions that reflect community values and optimize the allocation of resources in ways that best serve Sooke’s evolving needs.

Response:

The majority of respondents, 58.4% (191) expressed a desire for the District to keep funding the same, 20.8% (68) support increasing, 16.8% (55) support decreasing and 4% (13) had other comments.

Among the other comments, these included:

- Other: “A new Health Clinic managed by a Society to attract and retain doctors to properly serve the needs of residents; Sooke Centre needs big improvements Re: modernization and beautification. A New Community Hall is long overdue. Seniors Services need more funding to ensure their needs are met: transportation, home maintenance, social isolation, improved subsidized housing.” - Survey respondent
- Other: “Closer look at certain tax exemptions in future, otherwise the \$1 million is well spent in providing taxpayer support to lifeblood community organizations.” - Survey respondent
- Other: “I think your million dollars should go directly to the building of a seniors center or hospital. Stop Tax exemptions.” - Survey respondent
- Other: “I don't know.” - Survey respondent
- Other: “Same -- except no funding for Churches -- Churches should pay taxes just like the rest of us.” - Survey respondent

Understanding More about Community Economic Growth

In developing Sooke's budget, we sought input from the community to better understand residents' priorities for economic growth and job creation. To do so, we asked:

Which industries or businesses would you most like to see developed in Sooke to strengthen our local economy and create more local job opportunities?

This question reflects our commitment to fostering a vibrant and resilient local economy. By gathering community perspectives on the types of businesses and industries that could enhance Sooke's economic landscape, we aim to align planning with residents' aspirations, support sustainable growth, and ultimately expand employment opportunities close to home. The feedback gathered can help guide our efforts to prioritize investments and policies that support the community's economic vision.

Top responses:

1. Healthcare and medical services (245 votes; 74.5%)
2. Retail (139 votes; 42.2%)
3. Agriculture and Food Production (98 votes; 29.8%)
4. Arts and Entertainment (82 votes; 24.9%)
5. Education and training centres (66 votes; 20.1%)

Another question asked to understand more about our local economy included:

What actions or ideas should the District focus on to boost economic growth and bring better-paying jobs to our community? (Choose up to 3)

Response:

The number one response was enhancing infrastructure, including transportation and utilities, to support business growth and expansion received 216 votes or 66.3% representation. Next, was encouraging growth of key industries for job creation such as technology and healthcare. This received 165 votes or 50.6% representation. Rounding out the top three was offering targeted tax incentives to businesses that create jobs in Sooke or invest in the local community, which received 125 votes or 38.3% representation.

Understanding Transportation and Desired Transportation Solutions

The timing of the budget survey, coinciding with the Charters Road closure, gave the District a valuable opportunity to check in with the community on its transportation needs—especially for Highway 14 and the local road network. This feedback is important as the District considers ways to accelerate the implementation of its Transportation Master Plan, approved in October 2020, which outlines a strategic 10-year vision for enhancing transportation.

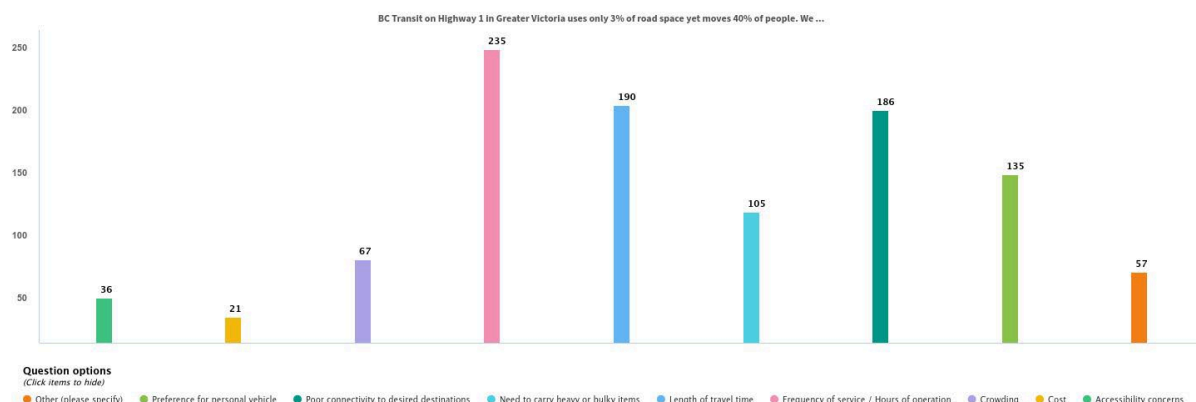
Residents were also asked to prioritize up to three solutions for reducing congestion on Highway 14.

Results included:

1. Alternate Routes: 225 votes; 68.4%
2. Improve local roads and how we travel around Sooke: 171 votes; 52%
3. Road Widening and expansion: 148 votes; 45%
4. Improve public transportation: 138; 41.9%
5. Local employment: 125; 38%

Understanding More About Transit

In the budget survey, we explored residents' use of transit for travel to and from Sooke, aiming to understand the barriers they face in choosing public transportation. In Greater Victoria, BC Transit uses only 3% of road space on Highway 1 but moves 40% of people, demonstrating the potential for transit to significantly alleviate traffic congestion. By asking residents to identify the reasons they may not use transit, we hope to gain insights into potential improvements that could make public transportation a more viable and attractive option. This data will be shared with BC Transit.

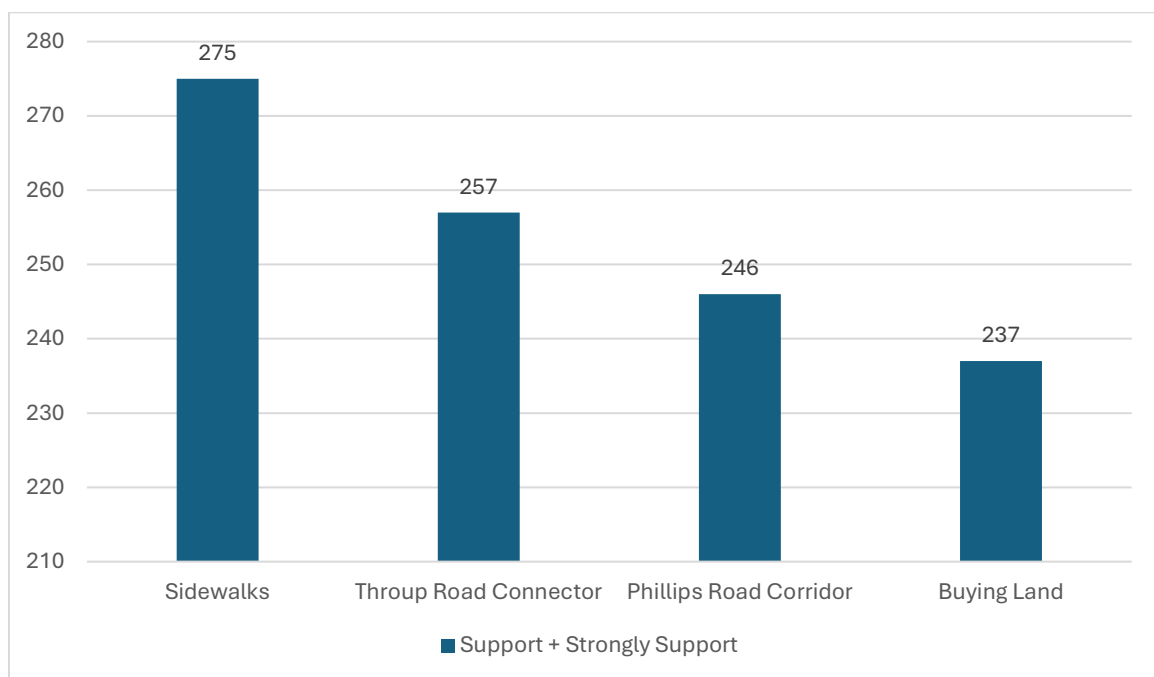


Referendums

This year's phase one budget engagement provided education on referendums and asked about levels of support for four potential capital expenditures:

- Throup Road Connector
- Phillips Road Corridor
- Buying land, such as parks/greenspaces
- Sidewalks

Support was strongest for sidewalks, further supporting data collected this year (and last) through budget engagement and community priorities on enhancing one's ability to walk and roll around town.



Appendix: Comments

Would like to see more business opportunities in Sooke so we can collect more tax dollars to branch out the tax base so it's not mainly residential properties funding the needs. I would like to see a stronger police presence.

This is a well thought out survey! Well done, District of Sooke :)

The creation of a more walkable and "bikeable" Sooke could create significant improvements across a broad range of initiatives. Business, tourism, resident quality of life and traffic congestion could all see improvements.

The importance of the economy through local businesses and tourism is crucial for our community; we need to keep our residents in Sooke by creating more jobs, lessening the traffic and making it easy for people to shop in Sooke and not be stuck in traffic therefore shopping before getting home. Tourism will decline if we can't get them here in a timely fashion. We need options

I strongly believe any "connectors" built within the Throup/SeaParc area in order to "relieve" traffic congestion MUST include a professional study on the current/existing wildlife corridor so that wildlife "tunnels" (as done on Gillespie Interchange) can be installed. This will insure/promote a safe corridor/passage for existing wildlife to continue to travel under these new roads, and out to the estuary. These long established corridors must not be severed by development, instead be protected by installing proven wildlife tunnels, bridges etc.

I would like the district to grow their local employment within their own organization. It is clear that staff are stretched too thin. I'd like to see far more parks staff to help significantly beautify our community. I think if people take more pride in our parks there will be less distribution with in-house for vandalism that is causing public washrooms to be closed to everyone.

Thank you for the chance to provide feedback!

Council needs to make tough choices on what's right for the residence here now and the future. Stop playing politics and get the infrastructure completed . There will always be special interest groups to stop cities from doing what's right. Trust the staff not the dumb voters. Don't use a referendum as a cop out for not owning the decision making.

I ride my bike to work and to shop downtown. I would like to see more infrastructure for bicycles. More separated bike lanes on road sides to make biking in the community safer and a more attractive. More off road trails for pedestrians and bicyclists. I have two big dogs so I would like to see more dog friendly parks and off leash parks. I would also like to see more access to the waterfront and the District to work towards a waterfront trail that the public can enjoy. More work on getting the community to be more sustainable, reduce its greenhouse gasses and prepare and adapt to meet the challenges of climate change.

We really need to get going on large Commercial and Industrial/Manufacturing development in Sooke. I've been here 12 years and business wise almost nothing has changed. We need large scale clients to provide stay here jobs and places to shop so there is less travel outside of Sooke during the week and weekend.

I'm disappointed that Council supported the tax exemptions for the provincial housing projects. This is yet another download from the province and our small-ish town cannot handle any more. More money needs to go to commercial development to bring core employers to Sooke. Why can't the province and federal government help by having a public service office in Sooke. I imagine this would be at least 500 local and vastly improve the morale of their staff. We don't need the province to through more money at Highway 14 but we do need them to support other solutions. Look at where our schools are located! Their location affects traffic flow and the province doesn't seem accountable to this.

I see the municipality doing everything it can be help with the problem. The province seems to be falling short of innovative solutions. I also suggest that residents need to take some responsibility too. If the province were to fund rapid transit would Sooke residents use it? I am happy there are questions asked in this survey about that and hope the information collected will make a difference to BC Transit to better address our transit services in Sooke and around the region. Let's invest more in transit as a more sustainable solution to traffic. Is it possible for us to have a service that is frequent enough for people to not rely on personal vehicles in Sooke?

Good survey

A very good survey.

However, nothing will improve until something is done about Hwy 14 and that needs to be done immediately.

Land acquisition, to allow sufficient space to build roundabouts at the key pinch points on Hwy 14, would go a long way to alleviating the congestion, as would a filter lane at its junction with Church Rd.

Sooke is now a large town and desperately needs investment in additional retail and infrastructure to support this, as well as to encourage the huge volume of tourist dollars to be spent here.

Recalculate percentages within existing taxes particularly for East Sooke residents 85% of the services we pay for we don't use, our fire services have been 34% under allocated budget for the past couple of years which is our main and only service. East Sooke sees poor road maintenance if any poor transit and if the demographic profile was taken into account the amount of we all contribute to schools is ridiculous. Reprofilng would support other communities that simple don't use services in Sooke and besides it is a nightmare to get there.

Get on with fixing the traffic fiasco.

Please continue to support the arts...and solve the traffic situation getting into Sooke at dinner time and out of Sooke in the morning.

Building infrastructure to encourage suburban sprawl and vehicle use is dated and will continue to transform Sooke into a bedroom community. It's time for local innovation, preservation of nature and investment into education, health care and small businesses. We can do this!

Borrow the money immediately and get the Throup connector / Philips rd upgrade done ASAP. The current traffic situation is not in any way excusable or acceptable.

Sooke is at the tipping point as far as planning goes. The location is unique and the type of development moving forward should be mindful of the many constraints for future expansion. Infrastructure is key - water sewer and road capacity for residents and attracting a good long term tax base.

Would like to see no further large developments until infrastructure is in place, that is, but not limited to - proper sewer & sewage treatment developments, medical facilities, schools, improved transit. There's no use increasing the population with poor infrastructure as that just creates more problems.

Please do not continue to provide approval and/or tax incentives for large multi-national companies to open franchises in Sooke. We certainly do not need any more big-box stores or drive-thru fast food outlets which provide low-paying jobs, increased traffic, and unhealthy foods. We need more small commercial spaces where unique, locally-owned independent businesses can thrive.

Sooke elected officials must take bold action to effectively address transportation challenges before approving more development. In addition working with the Province and School District on buying land for new school sites that are safer for families and children getting to and from school and away from core transportation roadways. Also focusing on attracting new businesses and employers to open satellite offices such as the Province to reduce congestion from commuters and those needing to access shops and services. Thank you for conducting this survey.

Please add a sidewalk on Beaton from Otter Point to French Rd N.

Dangerous walking along the road especially having to weave around (illegally?) parked cars.

We love Sooke and are seeing people leave Sooke due to the lack of infrastructure. Something needs to be done and I support the master plan!

Sooke is a seaside town but nothing has ever been done to USE the fact that it is was a small town with incredible recreational ocean related potential, i.e. like Tofino. It could have been the perfect recreational background of Victoria. The basin is not used at all for recreational purposes for example. Sooke has become a pass through town with not enough independently owned medium size retail businesses, instead we keep on building commercial space for franchise businesses. The focus of what Sooke could have been : a quaint seaside town was never there and the town has become an unattractive bedroom community. People drive hours , even in the winter, to be in the Tofino area! With Sooke to Port Renfrew we have the same assets than the Tofino area has, we didn't focus and develop over time these assets.

My thinking on the Current Phillips/Throup Rd Connector proposal is it will destroy that area for residential residents, as well as all the community activities in that area, and the beautiful green space. Rather than develop another road in that residential/green space/high community use location, focus funding on Hwy 14 : - roundabouts and widening - starting from Sasseeenos Elementary to Phillips Rd.

Let's go for it! And since we are borrowing money, can we also get a pedestrian / bike bridge across the Sooke River? So many of us now have electric bikes, etc and are quite capable and would love to bike to Langford etc... but riding along the highway and crossing that narrow bridge

is very scary. Makes me not want to bike.

The bridge would also be useful in the event of an emergency, etc... built to current seismic standards, it would give people a way to cross the river.

It would also be a tourist attraction, etc

Get on with roadway improvements.

Please do not turn Sooke into Langford. The fake grass, the single family homes with no yards and no parking... it makes me want to vomit. I moved to Sooke to get away from this.

I do think Sooke is missing an opportunity to build local hospitality businesses that employ residents by not (yet) building out the oceanfront trail around the basin to connect the boardwalk through to the government dock (and onward to the Prestige). Creating local employment like Tofino has with it's focus on the hospitality industry.

Also the connection between the Galloping Goose Trail and downtown Sooke is not well designed and does not encourage the burgeoning ebike phenomenon which if done well (with bike lanes from Saseenos through to downtown Sooke) could drastically reduce the required vehicle traffic that congests the roads.

We need economic development to lessen the burden on the home owners period. We also require more arterial roads not only to ease traffic congestion but many subdivisions have only one way in and out. This is very dangerous especially when a majority of it is on a forest interface please put more money into policing, fire/rescue services and park maintenance

Developers are responsible for the overcrowding of our roads. They reap the benefits of the increased population. Development fees should pay for ALL infrastructure expansions required as a result of population growth. Why? Because most of don't want a bigger town but will be asked to fund it. Non-sense!

Continue keeping the community involved and please consider the purchase of the lands by Mariners Village for a new community centre and to protect the only view of Sooke Basin remaining

Creating a new major travel artery from the West Shore area into Sooke should be a major priority alongside internal road infrastructure development. These warrant borrowing with a 30 year interest loan as they will facilitate more residential and business growth in Sooke because of ease of travel. There are several areas that should be invested in to create local and tourist sites and amenities, such as cultivating man made beach areas, seaside parks with promenade of vendors. There are many run down or unused beautiful properties that are just waiting to be developed and will enrich the community (i.e. Goodridge Peninsula). Much of this hinges on getting sewer lines put in, such as in the Billing Spit area. For example, there are two undeveloped parks on Kaltasin Rd. The entire industrial area on Kaltasin should be rezoned and developed with residential and commercial, similar but in scale to the University Heights project in Saanich.

Thank you for this opportunity. I appreciated the chance to share about a potential referendum (bring it on!) as well as insights into the monthly costs involved in a wide range of District services. This survey gets better year over year, well done. You are doing a great job of educating

residents re: the realities of local government and the cost implications of our wishes and wants. It has been useful to know from you that Sooke currently has one of the very lowest property tax rates in BC and I am prepared to pay more next year for many of the services you mention here - just not too much more!! Slow, steadily into the future, please while not holding back on the short-term pain of borrowing for the connector road.

We need a second highway into Sooke. But also, we need a better distribution of traffic within Sooke. The congestion on Highway 14 is a symptom of bad traffic flow within Sooke. It is not the root cause.

Please please please quit building houses without infrastructure. Our beautiful community is losing its appeal.

The idea that the Charters road closure is the cause of the traffic woes is insulting. It may have exacerbated the problem and worsened the issue but the fact that one small change can cause gridlock shows how close to this being the norm Sooke is.

We really need to examine the light timings during peak hours on Highway 14 and consider roundabouts at key intersections. I fully believe that the church and otter point intersections should be roundabouts. Having a roundabout girded by two stop lights cripples our ability to move traffic through the area.

We need a hospital, mall , an indoor walking track where people can walk with their dogs during winter would be fabulous. Thank you.

I would love to see more child-friendly parks in the town centre, more safe and connected active transportation corridors for walking and cycling around town, especially a connected sidewalk from the town centre to Whiffin Spit.

I appreciate the opportunity to get involved and would love to see communications and public engagement continue to be prioritized.

Maybe not related, but it would be great to see council meetings and public hearings held earlier in the day. Late evening meetings aren't very accessible, even to stream online, and I'm concerned about council's ability to make good decisions at 10, 11 at night or later.

On Council, there should be investment in improving the diversity of Council members, with a focus on equity, diversity and inclusion. Maybe this is through mentorship, outreach, communications, or a review of council policies, procedures, and general culture to ensure it is a safe place for minority and equity deserving groups.

Sooke should be a sports and recreation hub. Create a sport/recreation zone - Incentivise sport related corporations to open up in Sooke. I.e: support land acquisition, build new arena modern arena, build softball fields, baseball fields, pickleball courts, driving range, bike track, hotel, restaurants, playground, basketball court, kids party area, surf/wave complex, rock climbing, batting cages, etc. It could be the go-to spot for youth and tournaments 12-months a year bringing in valuable spending and providing opportunities for our youth to stay and play in Sooke.

(Butler Bros, 17 Mile, Helgesen, Sunriver, 7100 WC Rd, SEAPARC/golf course, etc).

Budget to put a roof and lights over the sports box to encourage full-year use.

Sooke needs to take a chance. Too many years have passed by without anyone willing to take a chance on pushing something exciting.

Sooke should put money aside to purchase all waterfront property in the "downtown" Sooke area that comes up for sale, to create a walkway complete with stores & restaurants on the shore side to create a destination for locals and visitors alike.

A 100 km long network of near-silent running overhead type monorail for the CRD could be quickly installed and paid for private company given contract to build and operate merchant pumped storage hydro at the decommissioned Forebay hydro reservoir site that was identified x BC Hydro as ideal to supplement its operations with reclaimed CRD wastewater and/or seawater for bulk energy storage for EV backup including for bulk hydrogen FCEV's along with advanced biofuel manufacturing from pipeline treatment-reclaim of imported of nutrient-enriched (sterilized) sewage eg projected revenue stream \$70m/yr per 20 mgd flow ,, call Dick Tennant @ 236 412 9310 or email VanPort ecologies@gmail.com for additional info

Sooke is a natural paradise. We need to implement a tree bylaw for new construction projects to preserve mature trees rather than clear cutting and replanting.

Very poor services for East Sooke yet we pay for a lot of things in Sooke a majority don't use would like to see property tax percentages reallocated based on needs of community i.e. Fire services in East Sooke. Majority do not use 80% of what we pay for suggest looking at demographics profiles of area too much for schools rec centre etc museum even CRD services on roads etc in east Sooke are completely ignored

Too much emphasis on the newer neighborhoods, while ignoring the older lower-income communities. Provide sewerage, maintain roads, neighborhood parks for local people. The district has expanded the capacity of the sewage treatment plant, announcing it for future growth, but still has neighborhoods with no service. Too much planning (excessive cost) and not enough doing.

We really need to entice healthcare facilities and physicians to Sooke, especially Family Physicians.

There is a need for a study that looks at the total costs of new development to the District of Sooke (increased infrastructure, staff and elected official time, loss of environmentally significant land, quality of life in Sooke, etc.) versus the total financial benefits of additional growth (taxes, amenities, etc.)

Thank you for the opportunity to participate in these important decisions. Love living in Sooke.

Bylaw must do more regarding garbage bins /recycle on the roadside before collection day to reduce wildlife issues resulting in fed bear/dead bear. This is 100% a people problem and needs to be resolved. If Whistler controls this issue why can Sooke not?

SLOW DEVELOPMENT! GREATLY INCREASE DCC'S WILL FUND INFRASTRUCTURE, IMPROVING TRANSPORTATION ROUTES AND SLOW DEVELOPMENT. REDUCE INFLUENCE OF

DEVELOPERS ON COUNCIL DECISIONS. PLACE GREATER IMPORTANCE ON RESIDENTS CONCERNS AND ENVIRONMENTAL PROTECTION.

Council needs to STOP procrastinating over every decision seems we study review then study some more then ask public then study some more. It takes far too long for necessary change to accommodate growth. The reason we are in this mess now because for years and years proposals were put forward to be ignored or shut down. Examples Kaltasin waste water sewer study in 2010 nothing done. 1989 4 lane access highway into Sooke shut down, just 1/2 measure on new healthcare facility yet population is ever increasing and aging.

Re Throup Connector. It looks to me like this would take out the woodland (and wetlands) corridor between Sea Parc and Throup near Journey.

The bad congestion is going to last all of four months. So for that we should demolish forest and wetland? This corridor is a heavily used recreational and educational area. Kids love it. It provides an important safe path in nature between the school and Sea Parc. Paving it and replacing its cool quiet with the roar of traffic would be a real disservice to the community in the long term.

I think that we are all part of the Sooke Crawl problem; we all need to look at how we each contribute to it. Before we go tearing up forest, let's focus on how to move people (not tons of metal) in, out and around Sooke. I'm thinking a massive infusion of transit. Maybe even a local bus company (co-op?) could fill in to start until BC Transit gets its act together. and pushing ahead with pedestrian and cycle pathways connection North-south roads.

The reason that there is congestion is that too many of us are staying in our single occupancy vehicles, instead of looking for creative ways to reduce congestion. Before we decide to spend a big whack of cash paving more of paradise, lets think beyond our immediate frustrations about the long term well being of our kids and community.

I just want to say that I appreciate the efforts of the district and council. I know that you're having to juggle the demands of the province with the pressures of a growing, deeply invested community and it's not easy. I appreciate the communication and invitation for input. I think prioritizing housing, with transportation and increasing our tax base through attracting more businesses to Sooke so locals can work locally while also keeping the character of this great community is an important focus for future planning, and a balance that will no doubt be hard to strike. Thank you for all you do.

I am worried the throup connector will infringe on the bike park and park space by seaparc. I love the idea of reducing traffic and making it easier to bike/walk safely from saseenos area into downtown Sooke through the new connector, but not at the expense of greenspace and the bike park. Would love more info about what we are sacrificing to create the new roads, and what the plan is to replace any lost greenspace and kid areas. The bike park is one of the only free youth focused places in Sooke so I am hesitant to infringe on it.

We really need more youth focused areas, especially for teenagers. A climbing gym and/or a youth centre would give them a positive place to hang out.
Thank you for the attention to crosswalks on Townsend (adding no parking signs adjacent to the crosswalk) and Church (blinking lights for the bike path crossing). I use both every day and they are far safer.
You have ruined Sooke enough! My property taxes were over three times as much as last year's and what do I have to show for it? Too many new homes, insane traffic, a town council and mayor who seem to only care about dollars coming into their pockets not the health and welfare of Sooke. STOP BUILDING until we have an infrastructure that can more than handle it!!! If I wanted to live in the hell of Langford I'd move there so stop trying to turn Sooke into another nightmare like that. We don't need to grow - we need to fix what we already have. Fix Sooke!!!
We are in desperate need of alternate roads and traffic reduction solutions but I do not want wetlands or other natural areas destroyed in the process. Why does no one propose moving the pickup/dropoff of our schools OFF the main highway? Build pedestrian bridges across the 14, find alternate solutions to their huge issue.
I do not have anything positive to say regarding the leadership. I don't think any of the current council members should run in any future elections.
Sooke needs an additional river crossing, more side walks, better maintained roads[you have a guy sweeping the streets with a broom, better garbage pick-up.
Thank you for your great service delivery and focused leadership!
Please improve the Sooke Rd/traffic situation
You waste too much money on pet projects, social justice and the thought of spending my hard earned money on anything "climate" makes me very upset. We need a faster HW 14 commute, firefighters, police, more businesses and an actual clinic. Past those items, quit wasting our money.
Sooke growth has hit infrastructure limits that cannot be fixed without \$100's of millions spending on upgrading Highway 14 to four lanes from Sooke to Victoria. This in turn would cause severe environmental destruction and vast GHG emissions and Sooke would no longer be Sooke as we know it. The Throup and Phillips road proposals will merely move the bottlenecks and not fix Highway 14. The two schools on the Highway will forever cause traffic stalls and lineups and effectively block further Sooke growth. Water and sewage services will also be stressed with more growth and this will grow worse as climate change accelerates causing more droughts and fires. DOS is doing next to nothing to reduce GHG emissions and growth is only increasing our emissions. In summary DOS is acting blindly in support of growth and development with no thought for the future, our younger citizens, or the world in general and continues to stoke accelerating climate change.
the connectors need to be built ASAP. The July 8th council meeting discussed some of many options to expedite solutions for our current traffic problems. From short term to the building of connectors. STOP discussing move forward as fast as possible... the current process reminds me of watching chipmunks on a wheel going round and round and round. We are losing in many ways by not making a decision to start the process

immediately to build our needed connectors. Yes it will financially sting but the longer we take the more it will cost. Short term solutions won't fix our problem and only waste more staff time looking at these alternatives.

Council and mayor need to get this together NOW!!!!

Development has been haphazardly allowed by the District of Sooke, to the detriment of Sooke. One result is that the traffic is horrendous, and very unacceptable. The environment has been diminished. Watershed damage, green spaces reduced, more air water, sound, & light pollution.

You have a bloated and underworked parks department. No need for 2 people to drive around emptying garbage cans.

Expand the police service to address growing crime issues. The police department is very underfunded and over worked. Concentrate efforts on improving and expanding road infrastructure. Promote more commercial businesses.

We need 24 hour policing

We need an alternate route between Sooke and West Shore

Make Sooke Rd better

1) every residential project should provide for enough parking to accommodate all projected vehicles associated to the property. Having one parking space (in front of a garage) for a house that will have potentially 4 + vehicles associated to it is unreasonable. Our roads are ridiculously congested with parked cars. Build under parking (like the library) or get rid of front lawns all together if you have to and put that cost on the construction project instead of the town.

2) This town is only going to grow. Sooke will be Langford, and Shirley will be Sooke in 15 years. Please plan and build for the long term future. I was recently in Arizona and found that roads leading through open areas (possible future subdivisions with no present building activity) were 5 car widths wide, to allow for the future growth that might not come for 15 years. If you are going to put in a connector on Throup, I'd expect that it should be wide enough to accommodate the projected traffic for a town that is 35,000 and not 18,000.

My two cents...

We need more police and an alternate route into Sooke!

The transportation issue should have been addressed in 2006 when the 1 route in and out of Sooke arose

The one bridge, with only two lanes will always be a choke point. Either twin it, build a new 4 lane version or add a new crossing (possibly for the Thorpe road connection).

I'm glad to see that council is finally looking at traffic issues in the community. It's long overdue, and since new builds keep getting approved, it'll only get worse for now. There have been no new parks or major thoroughfares in the last ten years, and yet population has doubled during that time. Let's get some new parks and alternate travel methods/routes

Establishing a safe sidewalk from Buffy's Pub to just past the Prestige Hotel is a priority.

Students, children, mothers with babies in strollers must negotiate the ditches, fish boat trailers

and walk on highway 14. One young person has already been killed. Lets get on this right away and not wait anymore. Public Safety requires immediate action.

Keep engaging with the public. Don't mind the naysayers, We often hear the negative, but there are many in the District that understand that other levels are government need to be involved (ie. Highway 14 issues).

I don't want another cent of my tax dollars spent on politically-motivated ideological initiatives such as reconciliation, LGBTQ or diversity, equity and inclusion. On improving roads, you need to stop taking band-aid approaches that don't work. The new 4-lane expansion straight-up doesn't work at all, although this is likely impacted by Sooke's disproportionate population growth. Finally, Sooke council should be working to LOWER property taxes. Life is - thanks to Liberals and NDP - highly unaffordable and frankly, miserable. Year over year property tax increases don't help especially as the Liberals are now looking at a federal property tax. Please fight back against these life-ruining initiatives and be a municipality that cares about its residents.

The District needs to be more proactive and less complacent about the issues concerning residents. Money is not the biggest factor for residents; it is time. The District has had many opportunities over the years to implement strategies to deal with the rapidly increased growth of Sooke, but now is faced with solving issues that are possibly many years out from being resolved. Now, existing long time residents are moving away and potential residents are discouraged from making Sooke their home. This hurts tax revenues and ultimately the people that want to make Sooke their long term residence. Do better!

Need more sidewalks and lighting for people/kids to get around safely and to encourage alternate mode of transportation.

Need more commercial buildings so businesses can have a place to be.

Need a multiplex sports building that is all year round for all aged children to go and be active and make healthy choices.

Transportation is a huge issue for my family. The congestion is terrible. My husband uses transit to go downtown, but the single deckers busses are intolerable especially when stuck standing from the heart of downtown all the way to Sooke during rush hour.

Also, the lack of sidewalks/safe connected trail systems makes it very challenging to leave the car at home when trying to use the stroller and bike with a young family. It roads and rate of speed along Grant/pyrite make every things like walking to the park/grocery store/library challenging.

The past and current traffic situation is the most important subject for the District. The Charters Rd. improvement is no reason for the current situation.

Too many cars at any time now for the inadequate Sooke Rd. The last improvement was an overkill to provide safe access to Gillespie Rd.

Traffic flow with the bottleneck at the end is still the same. Just motivates some people to speed and to gain some car length.

Throup rd connector now.
If throup rd/philips rd connector were to be build, the philips rd access should be a nice multi-lane roundabout to achieve proper traffic flow. All new lanes should consist or be a HOV/bus lane.
The traffic in Sooke is absurd, and it sounds like Sooke wants to keep adding more living. This really is not fair to people currently living in Sooke. We are prisoners in our own home. We have to drive 2 km's out of our way to get 'Up Sooke' because we cannot cross into the traaffic several times a day. Please, PLEASE stop talking about the environment and clean air - when you know that the traffic is stopped and idling many many times a day (I can witness it out my window). The terrible traffic is a VERY dangerous situation if there were ever a natural disaster - Fires for example. Demand funding from the provincial government. The insanity has to stop. Build an alternate route that does not go through school zones and neighbourhoods populated with people and pets. Stop approving more buildings here, when the infrastructure CLEARLY needs to be taken care of. first Make it safe for bicycles! That would also help. It all seems so logical to me. Do the Sooke council and mayor live in Sooke? I really wonder...
With the size of Sunriver it is frightening that there is only one road connecting to Hwy 14. Also that portions of it are only 1 lane in each direction. An alternate road is needed to reduce congestion on hwy 14 heading west to downtown Sooke. A secondary bridge over the Sooke River is also needed.
Do not start any projects until you have all of the planning in place including planning for unforeseen problems -- Have alternate routes to make sure traffic is flowing -- Start thinking ahead instead of playing catch up.
Seniors - make several stops in Sooke and Westshore and Victoria area (for bussing). Make a day of doing errands/medical appointments. Go past Sooke Township to Westshore about once a week.
BC Transit service has been getting worse and worse. The Sun River loop is useless since it doesn't align with the route on Sooke Rd. Someone working in Victoria needs to leave between 6 am - 8 am, but the Sun River loop only runs mid-morning and mid-afternoon. Additionally, Langford has caused the Sooke buses to run longer now as well. Leaving from UVic after 6 pm can be challenging for students returning home to Sooke on the Bus.
Find alternate locations for all the schools currently located on Sooke Road to help alleviate traffic congestion
Move forward with the Throup Rd connector NOW (yesterday). Borrow the money. We don't have a choice. The status quo is not acceptable. Stop new residential builds in Sooke because we don't have the commercial and industrial tax base to subsidize the infrastructure requirements that the expansion of population will / is creating.
The main business section of Sooke is ugly, strip mall like - planting trees all along, (also good for climate change), having hanging plants etc. would go a long way to make it more attractive....two tourists recently told me Sooke's marketing is fruadulent as it described Sooke as a scenic lovely small town!

Sooke is a perfect size to encourage smaller/entrepreneurial businesses such as individual artists, artisans, food trucks, incubator retail, etc.. Promoting and making it cheap and easy for these micro businesses would be a huge boon for the local economy and for attracting tourism.

What does this survey have to do with the budget??? It is a survey of Sooke residents agreement or disagreement on the Council's pet projects. Put some numbers on the questions. i.e. what is this costing now. What is the planned cost for next year. The Throup Rd. Connector is not required. It will create a traffic mess on Phillips Rd. Unless the plan is to fly over Phillips Rd. And connect on the other side of the river somewhere. This, then, would provide a nice roof for people living in tents. Another traffic "circle" on Phillips Rd. (which is not even a traffic circle) where nothing is needed? Why?? To give money to someone's favourite contractors? Sooke can spend the money better by just repaving Route 14 and putting in sidewalks for school children to get to/from school safely. It was nice for Sooke to improve the Charters Rd. Speedway making it even more dangerous for residents in \$800,000 condos. It is the prettiest speedway in North America and the dip over the creek will test every race car's suspension. I could go on and on but suffice for now.

For the population, retail access is very poor. If we more options, we wouldn't be travelling Sooke Rd for basic amenities.

And our roadways are a disgrace; without sidewalks, people are walking on the roadway. There is sooo much potential for this town but it requires the will of the District to start working on it. A quaint seaside village image would do wonders to improve our image.

Sooke is in such a beautiful area of the world. We should be capitalizing on the natural beauty, minimizing the sprawl and working with the footprint that exists. Developers should be held to an extremely high standard, building green (ie green roofs, solar panels, living walls, permeable pavement etc) and Sooke could become a showcase for how living on the Island should be.

Stop importing more unhoused from outside of sooke. We do not need additional buildings to contain more people, we need to take care of Sooke's residents that need help. Unfortunately, there seems to be a growing number of vulnerable individuals who move here to take advantage of our support. We are a small community and need to know how to say no to support ours first.

Bike Lanes & Hiking Trails were the underpinnings of the early development of the District of Squamish, attracting visitors from Vancouver and Whistler (along with marketing campaigns). It's comparatively low-cost development, and attracts a demographic that support business startups (infact, Red Bull moved to Squamish due to their outdoor infrastructure), and real estate.

I recommend for Sooke follow this roadmap of attractive young, high-earning demographics attracted to outdoor activities.

- In the outdoor community, Sooke is not considered a go-to destination.
- Including Bike Lanes in all road development will also help traffic congestion
-

I would love to have employment in Sooke so as not to have to commute!

Thank you for doing this survey

Appreciate having the opportunity to share my opinions. Thank you.

I agree in principle with the need to provide a connective road from the Sun River area in order to reduce traffic on hwy. 14 but am concerned with the potential for greatly expanded traffic on Phillips Road. Going north, the bridge over Demamiel Creek would have to be replaced. Access to SeaParc, the Sooke River campground, the community gardens off Phillips, all would be compromised. A better but potentially more costly solution might be a second bridge to connect Sooke River Road with Throup or other street. The Provincial government needs to realize Hwy 14 will be carrying increased west bound through traffic in the long term. The District should be addressing the need to lessen through traffic in the downtown core if further business/retail development is a goal. Think about tourist and residential access to future destinations to the west of Sooke. We already have a choke point before the Sooke River bridge

Get Highway 14 solved. Like, yesterday. Or stop all housing projects in Sooke. You are killing us.

I want to feel safe walking on roads that are built to rural standards. This is made difficult due to excessive street parking, parking of RV and boats on the side of the road and poor bylaw enforcement regarding speeding.

The only way, as I see it, to reduce the traffic congestion is to stop supporting new housing and more development. Yes I understand that you are under pressure from the provincial government to provide more housing BUT we are a special case. One road in and out is a major factor, plus Sookes lack of other infrastructure, regarding schools, and health care. We are too small to continue building more, taking out green space and ultimately clogging the road. Stop further development until we can solve infrastructure issues.

Install a Light Rail Transit throughout the CRD. This could be expanded to Duncan and eventually out to Nanaimo. Make it affordable for the user as well. Think 5-10 years down the road, not just 2 or 3.

Medical facilities are a priority

Also, road work lends to public safety/emergency preparedness

Fix the hiway 14 traffic congestion problem. In the 5+ years I have lived here it has become seriously proble, stuck. Idling, crawling vehicles are heavy polluters and emergency response times are negatively impacted. Motor vehicle accidents plugging hiway 14 make it much worse.

Bring more health care, population size supports a small hospital, and add a second bridge across Sooke River for disaster management reasons.

Please keep Sooke a beautiful greenspace. I cannot imagine becoming a Langford covered in concrete, we need to invest in our greenspace.

For traffic, complete Charters Road project, build the Throup Road connector and look at the light timings at the three main intersections in Sooke at peak travel times.

Quality of life is deteriorating as a result of very large tax increases, declining access in community, poor match of infrastructure growth with population growth. Growth must pay for growth. Stop offloading these costs onto the existing residents. You have not demonstrated the benefits of growth. Your priority must be to take care of those that live here now and preserve (perhaps even improve) our quality of life.

I think its fantastic that you have all worked hard on grants and the improvements are working but we need to go farther before we allow any new subdivisions. We need another grocery store,

Canadian Tire, stores that create jobs to keep people working and shopping in Sooke. Tourists are telling me that the down town is cold and unorganized, and that the business needs to move toward the water. Our business is on Goodmere rd. and we need parking on the side of Murray, time to fill some ditches so more parking is available not only here but a lot of crowded subdivisions that still have unnecessary ditches that could pull cars off the road for parking to allow emergency vehicles. Infrastructure is so far behind on the west side of town, watching locals and tourists walk along the hwy from Wiffin Spit to Maple is dangerous and embarrassing, another area where ditches could be used even if it is gravel. Our businesses depend on tourism due to lack of locals working in Sooke, we need more retail in this town badly. Good luck! and thank you for this opportunity.

Thank you for all the great work!

No more development until alternatives to hwy 14 have been built. Our property values have plummeted due to lack of road infrastructure. Our town has become a NATIONAL joke. Fix the roads. We need an alternative route from Sooke to Langford so we can retire route 14. Anything less than this is a waste of time and money. If you've lived anywhere else in Canada - you'd know this.

I think we should expand highway 14 with one extra lane. That would switch directions to the time of day (i.e. cater to traffic heading to Langford in the morning and switch to heading into Sooke for the afternoon/ evening)

The traffic is terrible it compares to large city centres like Calgary , Toronto, Vancouver

Another thing could be to add pedestrian overpasses at the Saseenos elementary school and emcs to help reduce congestion

Show quick win progress soon.

Improve roads and travel between Sooke and Langford. The environmental issues from the traffic is far more beneficial to address than promoting going green. Federal and Provincial governments are in full support of this so focus on what has a bigger impact by improving roadways and reducing stress of Sooke residents and visitors. Improve health care availability to support a fully supported community.

Current traffic issues are clearly a top priority. But I wish there were ways to address it by decreasing the traffic instead of adding more roadway expenses.

We have lived in Sooke for almost 19 years and have worked in Greater Victoria the entire time. We moved to Sooke for the lifestyle and access to nature and parks. We have enjoyed our time living in Sooke as a family, but due to the ongoing traffic issues (not just in Sooke, but in the Westshore area as well) we are choosing to move out of Sooke and closer to work/school. We hope that you can make improvements in keeping the traffic moving so that future families can move to Sooke and enjoy what it has to offer without the traffic headaches/stress. While it would be great to have more jobs available in Sooke, it is unrealistic to think that local businesses could employ the entire working population of Sooke. Most jobs in Sooke are also lower paying, so many homeowners will need to look at higher paying jobs in Greater Victoria to pay their

mortgages. People commuting to/from Greater Victoria will always be a consideration, especially now that the government offices are requiring employees to be in the office 2 to 3 days per week.

We need another arena.

Infrastructure (roads, retail, emergency evacuation options, jobs, childcare, healthcare) is completely lacking to support the massive growth in housing development and in turn population growth. A cohesive strategy to manage this growth seems to be lacking and I hope to see a step towards this in how funds are allocated in the 2025 budget.

Thank you for this work. Sooke is a beautiful place and the changes have been positive. Protecting urban forests and access to the oceanfront is so key to highlighting this areas beauty as well as protecting valuable resources. For example, the forest on the Whiffen Spit bluff needs protecting; it is spectacular, a haven for ravens, eagles and bear. The lane way to the harbour on Dufour road could serve as a kayak or canoe launch or the district park down possession point could serve the same purpose. So much to love about Sooke and really this work is about connecting all the dots, dots we can walk, ride and paddle along. Thank you again.

We need to put a hold on housing development until the infrastructure can support it and more jobs are created locally. The idea of an alternate to highway 14 is a huge cost and not a likelihood so we need to manage the population growth. An emergency alternative to the existing bridge is feasible on a small scale within existing right of ways and topography. Whatever development happens we need to maintain our water views and small town atmosphere

I understand that people keep moving out here as housing is cheaper than closer to town, but it is wrong to allow such huge developments to occur without having the infrastructure in place to support it. Furthermore, the developers should be paying for that to occur.

Without improved roadways and transportation options Sooke will not attract businesses, which are key to reducing Hwy 14 traffic in/out of Langford by residents being able to shop local and employ local. NO ISSUE IS MORE IMPORTANT TO THIS COMMUNITY THAN IMPROVED TRANSPORTATION ROUTES.

The amount of building housing going on does not seem to correlate with the lack of infrastructure. What about making contractors responsible for some of the infrastructure costs, I.e. sidewalks.

The local road network does not meet the needs of the people who live in Sooke. Increasing capacity and improving traffic flow must be addressed. Additionally, much more needs to be done to secure the Province's support for improvements to Hwy 14, including expanding capacity, increasing mass transit options, and adding sidewalks and bike lanes.

No matter how many times highway 14 is widened to 4 lanes, we still have a 2 lane bridge to cross, which creates a bottleneck. The amount of recent home construction greatly exceeds the road capacity. After more than 10 years and we still don't have a sign for John Phillips Park, I think its about time. The traffic was bad long before Charters Road was closed, so that shouldn't be used as a reason for traffic backlogs. It's a shame that we have to plan our city trips so that we don't drive Sooke Road between 2:00 and 5:30 and get stuck in traffic that backs up to the

mini Sookahala (new passing lane). The excessive home building has contributed to this problem.
<p>Ensure no camping on Phillips Road just before Sunriver in small parking lot. This is starting to happen.</p> <p>Basketball ball court with non cement flooring in Ravens Ridge with working water fountain.</p> <p>Consider moving crosswalk closer to sooke river Store on Sooke River Road so high school students will use it.</p>
Strengthening our economic base including tourism, exploring alternative transportation modes (ie light rail, express transit, water bus/ferry), air travel, etc.), and SUSTAINABLE development of infrastructure while maintaining trails and greenspace must be part of the community plan to be successful.
Less focus on roads--more focus on public transportation, walkable Sooke, cycling trails, job creation in Sooke for less commuting, less GHGs, more parks, trails, tourism. Sooke is a beautiful place--let's keep focusing on its natural beauty and a healthy, biodiverse environment in all decision-making.
I did not know about the Throup Road expansion, I will be DEVASTATED to see my running route destroyed by cars... the woods and bike park improves my mental health so much, losing that is really bad for me and my overall outlook at living in Sooke. I use that connector all the time and it's relaxing walking, running, biking on the trail. It'll be really bad if I need to fight against drivers who hate cyclists (I obey the rules) and pedestrians. How is it working with the Stickleback Urban Trail?
<p>stop allowing large scale developments that don't add to our tax base-- no more BC housing, no more shelters.. fix the roads first, and get some commercial developments going. Sooke is the most difficult municipality to build in on the island-- all the developers know it. Fix the issues at city hall first--then we can fix our community and what you've done to it.</p> <p>Also stop building "active transportation" its municipal doublespeak for bikelanes. We need road space. We are a rural area. Stop pretending we can meet our needs here with transit and bikes.</p>
Slow down in development!!!!
Are there plans to create an alternative route to Sunriver Estates? Last month, a forest fire came close to Sunriver, and if a similar situation occurs and Philips Road is blocked, what options are available for evacuating the area?
Seems like a catch-22 situation . There are far too many pending & current developements being built out which is exponentially increasing the gridlock moving around Sooke & commuting to & from Sooke. It's beyond a foolish situation we are stuck in. Yet without development in the District the tax base does not supply enough money for the overdue infrastructure needed for what is already here. How can this be corrected ?
Road Infrastructure is the main problem that I see in Sooke.. There needs to be significant improvement on the Public transport services to Sooke
We're late in upgrading local road infrastructure. It will be expensive but get on with it.

It seems to me that the traffic issue and the Throup Rd plan is ill conceived. In that a second crossing of Sooke River and or replacement of the current bridge built in the 1960's will remain the real issue. Remember the sneeze and the logging truck! Even counter foil lanes would be a major improvement but first fix the bridge bottle neck and reduce building development until infrastructure shortfalls are in place.

Please look into the issues with the traffic lights coming into Sooke which cause so much traffic for basically no reason. Also the parking lots here are universally illogical and hard to navigate. Sidewalks on 14 would be great too.

I am VERY against the Throup traffic, worse adding the Phillips connector stuff. This is the only school in Sooke not on a highway, and you want to put a highway in front of it, between a playground/skate park and a ball field. There has been no police enforcement of traffic laws in Sooke to do anything with the speeders, motor bikes riding on the shoulder of the road or people cutting through residential areas at high speeds. This is just stupid to put more and more kids at risk.

Boulevards in Erinan Estates should be maintained by the District of Sooke per the agreement between the District and the developer of Erinan Estates. If the District does not maintain the boulevards then individual home owners should have the right not to maintain the boulevard adjacent to their homes, or to plant those boulevards with plants other than grass.

Having an effective strategy for bylaw enforcement would help to raise revenue from residents who are operating short term and vacation rentals without a Sooke business license. If license is required and not obtained then penalties should be collected. Failing to enforce Sooke bylaws encourages more to break the laws.

The daily gridlock on highway 14 is a major issue that needs to be addressed and resolved asap, residents are leaving Sooke because of it and it is having a negative impact on businesses. District of Sooke needs to focus on strategic methods to attract family doctors to the town.

Any long term plan needs to address our Infrastructure needs and has to be in place prior to any more development.

Scotch broom, as a fire hazard and its invasive nature to displace indigenous habitat and food sources for wildlife is a major concern. Is it possible to encourage/ enforce its removal by property owners and other institutions responsible for power lines and roadside management?

I didn't understand the part about Philips Rd, is that not the same thing as the Throup connector? That was confusing. I do strongly support an alternate road from philips to throup, which I assume includes Philips.

Thank you for all you do for our special community.

Sooke is growing rapidly as was the plan, please do not permit anymore growth until the infrastructure is in place to 1)carry the traffic,or offer alternate modes of transportation.Light rail is the answer, and have all the different communities that would utilize it contribute, in addition the the 3 levels of government. 2) the services are in place, especially health care, please have vision, as water front properties become available, purchase some, so in the future we could have a phenomenal performing arts centre along the idea of Stratford Ontario, of course once the

traffic congestion is sorted! and the homeless are house comfortably and the addicts out of control are once again in a type of institution where they are cared for and there is hope for a cure.

I believe that the District of Sooke must establish infrastructure in the community prior to expanding housing and the population. Coming home from the Westshore now can take almost two hours. This is inexcusable and must be rectified. This means Housing must cease until we have more efficient transportation, like public rapid transit.

The other thing the Province should consider is an alternative Hwy from the 17-mile house to Otter Point. This route would go North, just south of the CRD property and would mean that a new bridge over to Sooke Riverwold have to be built.

Please fund the acquisition of eagle bluffs forest. Please build side walks or bike lanes connecting whiffin spit to the city.

Although "unemployed" I am a young mother and would like to see improved access around sooke, better playgrounds and more parks for walking.

Green spaces must be protected.

Save Eagle Bluffs Forest!!!!!!

Protecting/purchasing Park Land improves all of our lives. District of Sooke's motto is "Where the Rainforest meets the Sea". We need to protect those areas where the Rainforest does actually meet the sea for residents and those visiting the region. Developers shouldn't have exclusive rights to our oceanfront. Tracks of remaining large trees need our protection too.

Decrease building permits and new neighborhoods/housing developments until infrastructure/traffic situation is improved.

Protect and secure additional green spaces.

Protect Whiffin Spit park and migratory shore birds by making it mandatory that all dogs visiting the park must be on leashes. Whiffin Spit Park has become a glorified dog park, with many dogs running off leash and out of control. I have never seen a bylaw officer on the spit enforcing that dogs must be under control - most off leash dogs are not under control and do not have reliable recall. As a dog owner myself, I no longer visit Whiffin Spit Park because of the disrespect of many off leash dog owners. I have witnessed shore birds being killed and chased by off leash dogs and have personally had off leash dogs jump up on me. If a leash law was implemented and enforced, Whiffin Spit would become a safe place for everyone to enjoy.

Please do not let Eagle Bluffs on Deerlepe fall into the hands of developers! Sooke must purchase this property at all costs!!!!!! Please!!!!!!

Please don't develop Sooke look like every other small town that has taken on the character, or lack of it, seen in places like Calgary. Keep Sooke Sooke. We live here because we love it the way it is.

Thrup connector is an expensive inadequate fix to a greater current and future bottleneck. It would not offer any expanded support to a needed secondary road into Sooke with the diverse business / green -living pedestrian friendly hubs from which local communities can be fostered as Sooke grows, which it has will continue to. Much matching provincial support for the long view

is needed. The fire emergency planning should be a central post to develop multiple exits from the West Island . This would attract businesses, too. There are no hub areas in Sooke that one can walk to. The parks are often scary and not public friendly spaces.
I feel strongly about the need for more parkland in Sooke, such as Eagle Bluffs in the Whiffin Spit area. I also have a preference for unpaved walkways, as someone like me, who is unable to walk on pavement because of arthritic knees, will then be able to walk around Sooke. Of course, they still need to be wheelchair accessible.
Love Sooke.
Acquiring land to be preserved for future parks & recreation usage should be a priority. The Whiffen Spit property called Eagle Bluffs is a prime example of land that should be acquired and preserved.
Whiffin Spit Road badly needs a sidewalk. The road is heavily used by cyclists & pedestrians & is quite dangerous
<p>We would like to see city involvement in the purchase of Eagle Bluffs Forest (32 acres) for environmental protection & green space only (not for development).</p> <p>We would like to see the road at the end of Deerlepe Road & Whiffin Spit Road repaired as it has been in poor condition for many years.</p> <p>We would like to see a sidewalk installed along Whiffin Spit Road for the safety of residents & tourists to a major attraction.</p> <p>A septic system inspector hired for annual/bi-annual inspections to eliminate need for sewer system.</p> <p>Homeowners should be charged for taking garbage to curb the day/night before, attracting wildlife which become a danger & need to be euthanized.</p>
Please, please save the Eagle Bluffs forest on Deerlepe Road. It is vital for the well being of our future Sooke residents and our environment that this precious parcel of forest is saved for our town. It is one of the last parcels of bio diverse space in Sooke. It would be a crime to allow development in this space. The benefits to the young people in Sooke if this area is made into a park is enormous in do many ways. Please be part of the legacy this protection would create!
parks should be the backbone of our investment - they drive tourism and there are not enough.
<p>Would support anything the council can do to protect Eagle Bluffs Forest.</p> <p>Would support improved public transportation along Hwy 14, and promotion of active transport (walking, cycling) in and around Sooke. Road-widening and road improvements aimed at making more room for cars induces more traffic and does not solve the problem. Proper bike lanes along Hwy 14 would be nice, but not feasible, I guess.</p>
<p>Let's move into action on this survey NOW! This conversation has been ongoing since I moved out here in 2000.</p> <p>Thank you for soliciting public input.</p>
Sooke has only a few parks. The District should buy parkland whenever possible
Community Garden- please provide an update. While another community garden is needed, it should not take away from current public park space or be located in residential

neighbourhoods.

Sooke cannot advertise or promote itself as a seaside community when access to the water front for the average person is limited to Whiffen Spit (very limited parking) or the boardwalk. The open space left available to access the waterfront is almost null. A waterfront area could serve as a community focal point with a pop-up stands area for artists, food vendors, seaside meditation/yoga.

Movies in the park - way to bring the community together.

More free music events using the band shell in EdMcGregor - currently only used once a year by Philharmonic Orchestra- very well attended event.

Is there any consideration being given to a roundabout or filter lane from Sook Road not Church?
Are there funds or grants available to protect Eagle Bluff forest at Whiffen Spit?

Raising a family in Sooke is great, although all services, hospitality, larger grocery shops, are all in Langford or past. Hard to walk/ bike around the community since there aren't enough sidewalks.

Thank you for the opportunity to voice our opinions on the budget as we both work and may not have to attend a town hall. It seems the other demographics with more time and specific/ focused voice get all the attention from city hall. (People resistant to change)

Thank you.

Traffic congestion is top priority. You should not be scared to leave your house after noon, as you know it will take an hour and a half to get home. Costs local businesses as well as everyone stays in Lanford dining, shopping, etc. to waste time to come home after the traffic, except now that it is happening the road doesn't clear till after 7 pm.

I love Sooke. I love living here, it feels like I'm on permanent vacation when I'm at home. I wish I didn't have to commute for my job, but I don't have viable options in town so it's what I must do to support myself. This is not the fault of Sooke, it's just because of my industry and where my company has put the building I work in.

I wouldn't want Sooke to turn into another Victoria or Langford; if I did, I would move to one of those places. I actually left Langford due to increased congestion and decreased happiness with our neighbourhood to live here. Sooke is special because of our access to nature, our amazing ocean views and because it is a smaller town where people can relax and be away from crowds.

We don't need to fully commercialize it. We do need to provide safe roadways and accommodations for residents to come and go.

It's exciting that Sooke Harbour House has reopened, and hopefully that will offer a boost to some of our local businesses. Better health care options for the growing community would also be great.

One thing that is likely hurting our businesses is that they are allowed to be so much more expensive than stores in Langford. Even Shopper's Drug Mart in Sooke offers a steep increase in price compared to Shopper's Drug Mart in Langford. There should be something our council can do to help control costs and encourage residents to shop local without being gouged. Fair pricing could encourage local shopping in a climate where everything is more and everyone has trouble paying for the increases.

As I said, I love Sooke and hope to live here for many years to come. It is possible that if transportation doesn't improve I may have to leave at some point but I'm hopeful our council will make some good choices in the near future to create solutions to this problem.

Save Eagle Bluff.

Keep focus of developing locations for housing and commercial purpose in "downtown" Sooke and try to sustain green spaces at the outer rim, like Eagle Bluffs Forest

Make Sooke beautiful as well as functional!

Would like to see greater access to waterfront, such as a boardwalk with retail/tourism, because this is a seaside town and we should make the most of it.

As a biologist I am begging for the protection of Eagle Bluffs.

I would like too see the District borrow money to dedicate funds for the purchase of Eagle Bluffs Forest

Whiffen spit road is in urgent need of sidewalk and bikelane.

While traffic is severely affecting Sooke residents, businesses and emergency services, we cannot forego the opportunity to acquire and preserve our green spaces, such as Eagle Bluff Forest on Whiffin Spit, a unique and irreplaceable piece of land. Legacy land!

Reducing traffic between Phillips Road and the traffic circle by diverting traffic along the Phillips Road/Throup Road bypass will have an enormous impact on the desirability of Sooke as a city in which to live and work. However, this is only a temporary respite and it is essential that the BC Government commits to enhancing the traffic flow on the rest of Highway 14.

Getting more vehicles off the road by enhancing public transportation and developing more local employment and shopping is also a priority.

Finally, I am aware that there is a significant interest in acquiring and developing the Eagle Bluff property as a park. I believe that this could have a long term positive impact on the perception of Sooke as an environmentally conscious community.

Protect Eagle Bluffs Forest

Our taxes are quite high already. It would be great to access funding from senior levels of government to finance road infrastructure and large parkland acquisitions.

Sooke has become a growing community with retail and community services pretty much covering our needs. I would really like to see that the funding come forth for the purchase and preservation of Eagle Bluffs forest.

Sooke is not keeping up with it's rate of growth. We are so concerned with keeping up with housing demands and commitments that supportive infrastructure is being overlooked and we

can't keep up with the increasing numbers.

Sooke has one of the lowest park acquisition budgets in the province. West of the Sooke River there appears to have a lot of green space. People take it for granted but there less then 7% protected for park. (protect Eagle Bluffs)

The illegal devastation of the Ella Creek watershed has been done under the District of Sooke Council's actions. The council has also eagerly allowed housing development without a sensible plan. The Hwy 14 traffic issues are a direct result of Council's actions.

Stop increasing residential density until the Highway 14 congestion has been properly addressed and resolved.

The problem with the Throup connector is that it will damage a small forest behind Seaparc. While it seems minor, that forest hosts huge trees (especially Doug Firs, but some Western Red Cedars as well -- which as a species aren't doing well and need wetland spaces to have any hope of surviving increased heat events) and has an abundance of wildlife, including birds and insects. It is a migratory bird haven, and destroying it will contribute to the extirpation of transient species in this area. Throup creek is already thoroughly contaminated and damaging that forest will contribute to the further degradation of the Sooke watershed.

If Sooke is serious about planning for the future, understanding the role of forests in our community is essential.

District of Sooke NEEDS to acquire Eagle Bluffs Forest in Whiffin Spit for nature reserve/parkland.

-- This forest is special and should be preserved for the public.

-- It is also not being maintained, and the accumulated debris, brush, and ladder fuel pose a risk of wildfire to Richview, Deerlepe, and Austins Place homes.

-- The District can connect the forest to Deerlepe Park simply with a crosswalk and, with installation of a sidewalk along Whiffin Spit Road, to the park at Whiffin Spit. Walkable trails attract visitors to Sooke, which benefits our economy.

-The police keep asking for more money, every year, but I never see any results. What on Earth are they doing. They sure aren't monitoring the horrendous amount of speeders in school/playground zones. I last saw a cop in a school zone back in September 2005. The last DUI check I saw in Sooke was August 2018. When I was in school, in another province, I recall seeing a cruiser outside of the schools I attended at least once a week. DUI checks were always every weekend. I have even talked to the police here about those community zones and they said straight out they don't bother patrolling them. Our RCMP keeps complaining that the number of calls are increasing. But what are they for? Other police forces say what they are up to. The OPP even puts out short videos shaming crazy drivers they have stopped for DUI or racing. Our police are acting like they are accountable to no one. Ask yourself this: when was the last time you saw a cop OUTSIDE of their car doing a foot patrol through the main core. The only foot cops I've seen here are when they are walking from their office side door to their cruiser about 10 feet away. Until I see them doing community police work (ie. stopping the speeders in front of EMCS-the ones who cut off the highway to save one minute-exactly where one of these idiots RAN DOWN

MY CHILD) I cannot support giving that department one more cent.

-Traffic planning. There are a lot of highly paid people working for Sooke in some sort of planning job. Why is our traffic so messed up any project is carried out. A couple years ago Otter Pt AND Church Rd were restricted AT THE SAME TIME. Once again Church and Charters were shut down simultaneously. Drivers were left to their own devices with no designated alternate route. Where I come from the municipality would not cut off all major routes at the same time and they would clearly mark detour routes (change stop light times, lots of signs with arrows, etc.) This town staff seems to enjoy destroying an entire communities sanity.

-I disagree with Sooke extending the tax-free program to the latest housing project. The rent in those structures run by M'akola Housing Society is still so high that many of the apprentices I worked with on one of those buildings are not even eligible to apply as they don't meet the minimum income levels. I propose a radical idea. When Sooke gives out these tax exemptions then the amount each property owner has to pay to cover those exemptions should count as a charitable donation. When the tax bill is mailed out it should include a charitable donation receipt to claim back from federal income tax. I was fine when the exemption was given to churches as they all do no-profit community outreach programs. These churches don't care about your religion or background. They don't discriminate. The M'akola Housing Society is a bit different as the amount of rent they charge differs based on characteristics of each person. Really, they have two complexes that will be filled with so many people who will use sewer, police, fire services but they are not contributing to those costs.

-Sooke seems to have zero interest in the traffic issue. At many open houses town staff have been quick to point out Hwy 14 belongs to the province so it is a provincial issue. After many years of steadily worsening conditions, as the population grows, now the town is beginning to "monitor" the issue, so an article in the Mirror states. It's about 20 years too late to just start monitoring that. Every organization blames everyone else. Sooke blames the province. Some people blame the school board for charging unaffordable bus fees and jamming up the roads with parents picking up. BC Transit has no interest in improving service; in fact they cut prime runs and downgrade buses. No one is accepting any responsibility. I wish an independent moderator would be brought in to deal with all the agencies involved with this to come up with a solution. As it stands right now, I doubt I will ever see anything improving. This town is mostly inhabited by people who can't afford to live closer to Victoria. With one backed-up route into Sooke that means no viable businesses will ever locate here. I am not talking about another Timmies, I mean real businesses that could provide well paying jobs (above minimum wage-enough to pay for these over-priced houses). This will only ever be a bedroom community with no quality work, no quality entertainment or amenities. I'm only here because I'm close to retirement and won't have to do that commute anymore. In the summer I'm just going to hide at home and go into Langford when I really need something. In the winter I'm going abroad. I feel bad for my kids. They endure an hours-long commute to go to school or work. One of my children got their first real job. It is not here. She is moving to Iqaluit because she wants to get as far away as possible from this commuting nightmare. My other kids will be leaving soon too. Here is a fun

fact: Toronto has the third worst traffic in the world (among major cities). This year it takes 29 minutes to go 10km. In Sooke it takes 1 to 1.5 hours to travel the last 10 km into town. Sooke literally has worse traffic than the city of Toronto. That is messed up.

-I keep asking what the plan is to mitigate speeders on Throup Rd once Charters reopens. When I drove through there I was the only one who obeyed the school/playground zone speed. Every tailgated me, some honked and swore at me. I have been passed in front of Journey as children were walking around. Consistently, town staff avoid this issue. They say they see no problems. I even showed pictures of what my child looked like after one of these speeders ran her down in front of her school and no one cared. One councillor ever suggested that Journey is located far enough from the street that it shouldn't be a school zone. I think just replacing that confusing overlap of playground zone and school zone signs with a permanent 30km/hr should be easy enough but the town doesn't believe in safety. As I've already said, the Sooke RCMP won't patrol school zones for some strange reason. If another child is run down in front of a school in Sooke I will be reaching out to the parents to share the experience of the years of recovery it takes and the name of our lawyer.

My home is located on sooke road between Philips and charters. Disrupting property ownership and traffic flow to develop right turn lanes and bus lanes is asinine. This will not improve flow. It is a short term useless "solution". An alternate route must be the focus.

We moved to Sooke because of it's beautiful location. It has so much to offer. Whilst the residents do not want to loose the small town feel it will continue to grow and therefore requires all the infrastructure that goes along with that. However please do your utmost to save pockets of land from the developers that could become trails and further enhance the livability of Sooke. We only have one environment. Thank You

It's absolutely outrageous and borderline criminal how little sidewalks there are in Sooke. Me and my wife would walk into town every weekend for coffee if we could and support the local business but no chance we are walking on these roads so we get in our car and take our business and tax dollars out of town. Sooke is expanding whether the people that have been here for a long time or not like it or not, making the life worse of all residents and businesses because a small minority refuse to change is a recipe for disaster.

Think of the current & future population growth, potential emergencies causing road closures - traffic jams and safety of citizens. Greater need for more and beter services in Sooke so citizens do not need to drive into Langford or Victoria for these. More direct access to beach areas and green spaces adjacent the Sooke Basin. The frontal (Ocean and river) land should have more areas to simple go and enjoy our beautiful coastal waters. Consider an active boardwalk for walking enjoyment, smaller food establishments (or cafe's) & experiences, bars, activities - rentals for kayaks, paddle boards, small boats, etc. Park areas to sit and enjoy the simpler surrounding, bird watching, fishing or just realxing reading a book or people watching. Make Sooke not only a destination to visit but enjoyable to live in at any age.

There is no one solution to the transit and transportation issues in Sooke and surrounding areas. Larger retail options (Walmart, Canadian Tire)

<p>Improved local transportation infrastructure (sidewalks, trails, improved roadways) Dedicated transit lanes to and from Sooke to Westshore.</p>
<p>Emergency Planning should be tied into transportation. Receiving assistance is highly predicated on access. Sooke is doing a very lousy job on creating an alternate route into town (Victoria). Do some proper planning! Ensure the infrastructure is in place before slamming up houses everywhere; especially on major routes. I worked in local gov't for 30+ years; this is disgusting. Quit being silly & look @ how other communities have successfully done it, ie Sidney! Beautiful, successful businesses, industry, walkability.</p> <p>Nothing was mentioned about aging-in-place or housing for the disabled. This is already horrendous and it's getting worse - something that Sidney is also far-sighted & compassionate about.</p> <p>As long as Sooke maintains a lack lustre view of itself, instead of growing a lovely vision of possibilities, it will continue to be a low-value community.</p> <p>What about more community partnerships with First Nations? This also wasn't thought about??</p>
<p>Some simple and quick improvements could be made around school zones (especially the 3 elementary schools on Sooke/WCR).</p> <ol style="list-style-type: none"> 1) Batch crossings - scheduled time, every 10 minutes to allow traffic to flow. 2) Beside handicap vehicles, prevent driving up to schools i.e. turning left across double lane in peak time. Create parking so that parents have to walk children rest of the way! My kids walked to school and they were the only ones on my street; all my neighbors chose to drive! Why?! Because it needs to be made less fun and more work, otherwise people will not change! 3) Pedestrian overpass (not quick or short term solution) at Saseenos Elementary School.
<p>Flashing Lights when crosswalk in use on most used roads</p>
<p>The people cutting down the road in front of EMCS just to get ahead need to be stopped. We are all just trying to get home and they think they are better than everyone else and try to cut in 10 to 20 cars ahead. It just makes it take everyone twice as long to get through the light.</p>
<p>Stop approving building permits until road infrastructure has been expanded. Highway 14 is gridlock backed up to the new 4 lanes at 3pm every week day. Some days it takes over 2 hours to get home. As I'm sure you know this is very negatively impacting our community. If building continues this will only get worse. We only have one road.</p>
<p>Connector and borrowing? Difficult to form an opinion until it is known the cost to each tax payer. With the price of "cost of living", it is becoming very difficult to add in additional costs and survive in these economical challenging times.</p>
<p>This is a challenging process and we appreciate your efforts. Sooke is a wonderful place. Since we've moved here, the consistent complaint from residents and non-residents is Hwy 14 traffic congestions. Good luck!</p>
<p>This survey would have been more effective if it was delayed until after the Charters Rd upgrade is finished! Would it have been better/cheaper/quicker to put a bridge instead of land fill in there. Once the Charters Rd is finished we will have a better idea of it's impact on traffic. Funnel all money's (ie money collected from building permits) to traffic (bridge & connectors).</p> <p>With all the building going on the traffic should be the number 1 concern. People are fed up with</p>

the traffic and will move out or not buy in Sooke. Therefore business will not grow. Everything is dependent on the road access to Sooke!

If you can't use the building permit money to offset the cost of highway upgrade/new roads then increase the cost of building permits to do it! No new buildings until the access problem is resolved. What is the plan for the future!

Is there another option rather than Throup Rd. If we eventually get another bridge across Sooke River will it connect up with Throup Rd? Doubtful - so make a connector now for when a bridge is added so they will hook up! Regarding Phillips Corridor, there will still be a bottle neck at the bridge.

1.) Assign each doctor at Westshore clinic an equal number of patients from Sooke & East Sooke as a family doctor. Look at the numbers & work with the provincial govt on medical staff education and training required to lower the per doctor patient ratio over time.

2.) Sewer development and sewage treatment to protect fresh water & Sooke Basin water.

3.) Support low cost housing initiatives by applying for federal & provincial grants & land availability initiatives for young people.

4.) Support a Sooke bypass road initiative to run across & north of Otter Point Road.

Thanks for the opportunity.

Being a resident of 30 years we would expect that the bylaws would be of more concern to the town. We presently deal with several properties in our neighborhood that should be cited for unsightly/nuisance properties. We have voiced our concerns on several occasions and to date nothing has been done. We do look forward to more improvement in our area.

Speed control is lacking on Throup Road and we do have concerns that the road will become even faster with the changes. This should be closely looked at.

The sitting council appears to be 'developer-heavy' or no-development and are targeting (or proposing to target) the town core.

Please remember that the town core includes many neighborhood clusters - including families with young children, seniors and new residents to Sooke. We value our walking/walkable areas, our recreation and our green spaces.

There is a widespread fear/anxiety that Sooke will follow Langford's example and infill areas with high-density housing - destroying green space and changing the use/availability of parks.

There is a strong feeling that we would like to keep our identity separate from the Westshore developments and retain our 'Wild Sooke' identity.

BC Transit services to Sooke need to be improved. Last year I attempted to ride the bus to and from Sooke, when I worked in Langford. I gave it a solid 4 months but couldn't continue due to the overcrowding. At that time, BC Transit had removed all double decker buses from route 61 (Sooke). It was a regular occurrence to have a large number of people being forced to stand the entire way into Langford. Once morning for instance, I counted 19 people standing! If bus transportation were made more comfortable and safe, perhaps more people would ride. Having so many people crammed into a moving vehicle is only encouraging sickness to be spread, not to mention the difficulty for people with pain and injuries, as well as people suffering from claustrophobia.

Widen highway 14 to 4 lanes, please!

No matter how much we expand roads, traffic will always increase to the point of congestion within a few years.

Car-based culture is a problem that will never, ever be solved with more roads.

The public opinion tide is always for more expansion, but that is a desperate position borne of ungodly congestion. It's frustrating, I get it. But if we don't make the deep structural changes to address the problem, we will forever be afflicted.

I encourage council and staff alike to be brave and visionary even as they face the tide of angry commuters.

Sooke Road from Philips Road into downtown needs sidewalks. So many kids walk from the high school to downtown each day. This is not safe & needs to be addressed.

If highway 14 had a middle turn lane, it would greatly reduce the backlog of traffic. Thinking here from bridge to roundabout.

Has the district connected with the schools in town. Could they stagger the start/end times. This may help the traffic flow.

Could kids use BC Transit for free to get to school? Would reduce the # of cars on the road at that time.

Re: Section 3, Question 5. Need ultra sound & x-ray, bowling, movie theatre, clothing stores, and another grocery store like Red Barn / Root Cellar.

Re: Section 4, Question 8. SD#62 bus rate is over \$300 per child. Parents are driving kids to school instead. This is part of the problem.

Stop wasting tax dollars on useless projects like the Mazer Rd. to Gillespie Rd. connector.

Tighten budgetary spending to identify cost saving measures like small business and households have been forced to do during these rampant inflationary times.

I recently sent in an email asking about your current plans and did not notice I had this in the mail (uniisnor@gmail.com). This being said, round-a-bouts are better than intersections, so the Phillips Road corridor did lose points for me there. But also if Sooke grows (and I'm sure it will, (I've lived in around Toronto and Halifax and it's very similar to Victoria), then any amount of infrastructure is helpful later. The corridor does not seem immediately mandatory.

Build a second bridge and connect up all of the north of Sooke. Add a toll to the bridge like in Halifax and it will pay for itself in 15 years. I am quite serious about the bridge, especially Throup Rd connector. This will keep more traffic away from intersections and the MacDonald and Makay Bridges in Halifax are \$1 each way. For the short term this will alleviate traffic tension by having a traffic free with pay option.

So if drivers don't want traffic they can pay to avoid it, while most won't want to, thus keeping traffic on it lower. And in any case where someone is annoyed with traffic it becomes "their" choice not "Sookes". Long term with more development up Otter Point Road or farther up Milnes Landing, it will be "the" option and it's just free money for Sooke.

Feel free to email me more, I'm happy to talk about stuff. - Cody

System's thinking is important for tackling Sooke's issues, so increasing sidewalks, public transit, and local infrastructure can also cut down on GHG emissions and solve congestion. That said, reducing business taxes may prevent you from doing that. You have to find an effective balance. Climate change should always be at the background of every decision, its going to effect every topic brought up in this survey.

I would like to see the gathering place going ahead. Sooke is not going to raise 2 million without help from government. Put a bunch of seniors in a building close to all amenities, we would shop in Sooke. No need to travel except for Dr. appointments (specialists) in Victoria. A win-win to keep less cars on Hwy 14, keep money in Sooke for retail and happy seniors.

The grid lock for traffic especially on main roads (especially Sooke Road) is terrible and is costly to everyone. Another entrance/exit for Sun River traffic.

Fix the congestion on Sooke Rd please.

I would like to know who has determined the result of allowable growth (traffic) vs this connection (Thrup). What is the current car count/future car count and the ability of Thrup to make the difference. Bridge expansion to 3 (4) lane with an alternate lane to allow rush hour(s) traffic to pass. Better yet another bridge to Thrup.

Hwy 14 & its challenges are the most concerning issue.

It is both a safety concern & massive inconvenience to never really know if you will make your appt on time or even arrive alive.

The infrastructure in Sooke has not kept up with the pace of residential housing builds. You cannot fix too much traffic: this should have been considered when handing out all of those very expensive building permits.

The promised health centre - we need - our current situation is degrading every day under a massive weight & people are becoming very tired of it.

Personally, after living here almost 30 years, I am planning to leave in the near future, because of the issues above. Thanks.

The speed of development in Sooke over the last 30 years has been too fast, too much.

Sunriver was/is an illegal development on agricultural land. Now Sooke is crowded, the roads often congested, much of the rural charm and tranquility has been lost.

Most developments benefit only the developer, who makes a lot of money. Why does the local municipal government so often give them whatever they want? I would like to see the area surrounding the Sooke core maintain its rural character.

Thank you.

Regarding section 8, Rail-commuter light-rail, or double lane highway at least to Langford.

Your property taxes increase this year was disgustingly huge and groundless - property (assessment) values went down, and people are suffering because of inflation. These are the reasons to cut down property taxes, not to hike them! Try to live within your (our) means!

1.) Lack of bylaw enforcement really concerns me. ie:

- no bike helmets, bike lights at night
- e-scooters, e-bikes on roadways
- scooters, e-bikes altered to go much faster eg. 50 to 60 kms on roads and paths

- smelly garbage left out day or night before scheduled pick up.
- issues with lack of noise enforcement - loud mufflers; engines and neighbors with loud stereo music throughout the entire night.

2.) Re: referendum issues - all these proposed projects are important and necessary in my opinion. My concerns as a senior on a fixed income would be how much these loans would impact property taxes.

Thanks.

More apartments is squeezing too many homes that come with more cars for roads we don't have. I would support townhouses but not condos.

A hospital would be the best as it would bring a lot of work into Sooke and with our aging/growing population, we need it.

We need more help for the homeless around Sooke.

Tell the transport/highways ministries we won't be able to meet the housing quota until expansion/alternate routes happen for highway 14. Stop approving all these developments our infrastructure can't support.

Complete sidewalk Sooke Rd. (Hwy 14)
Maple Ave S. to Tomlinny Rd.
Maple Ave to Prestige Oceanfront Resort.

More safety markers on "hells corner" harder to see in poor weather conditions when a large truck is riding your ass with crazy bright LED head lights.

We would support widening of #14 to include a bus lane and HOV lane for dedicated rush hours. This would:

- encourage use of public transit as transit time would be shortened
- encourage HOV (2+ persons) carpooling thereby reducing # of vehicles on the road

We would support purchasing green space to provide public access to waterfront south of #14 between Phillips Rd and the downtown core.

Sidewalks & trails would greatly improve the walkability into and around the Sooke core from newer residential high density areas.

NOTE: this person did not check off any options in Section 1 - 1. This was required so I selected "good" for all .

We have been trying to get a family doctor in Sooke for 12 years. Still have to go to Duncan for my doctor!

Any medical trips into Victoria is counted as an all day affair as the traffic is so congested on Hwy 14.

Most people I know shop before coming home to Sooke as the stores here are all closed by the time they navigate the traffic on Hwy #14.

Any disaster and those of us living in Sooke are on our own - one way in and out over a bridge. Earthquake proof bridge? Not! It's terrible to know we are on our own if there is a disaster because of a road!

One of the possibilities would be to close Saseenos School that really slows traffic down on Hwy 14. Or if there was a way around the school this would help out a lot.

Wider roads and bridge would help.

Unfortunately, I was unable to attend the official community plan review. I feel that as Sooke is a fast-growing community, and as there is pressure to accommodate more housing, and as more housing directly affects traffic within the community and the main Hwy, that Sooke municipality should implement a minimum lot size for redevelopment of 6000. This will ensure that new homes can be built, but that over-density will not overwhelm our roads and services.

Yes, the developers will cry about the increased cost per sq ft, however they can choose to try and find land elsewhere to develop. The market will determine the price range of the housing. Let's not let Sooke become the next "Westhills" where houses are within arms reach of each other. We should not be forced into cramming the maximum number of homes in the smallest space, and also we should not discourage redevelopment.

#1. Build bypass road past school when entering Sooke. To keep 60kph speed limit & improve safety.

#2. Keep bikes away from main road & develop a boardwalk/bike path along the ocean. Have some retail space to service leisure & tourism along the boardwalk.