

| COUNCIL AGENDA/INFORMATION            |             |              |
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## DISTRICT OF WEST VANCOUVER

750 – 17<sup>TH</sup> STREET, WEST VANCOUVER, BC V7V 3T3

# COUNCIL REPORT

Date: April 25, 2008 File: 1805.08  
 From: Brent A. Dozzi, P. Eng., PTOE, Manager Roads and Transportation  
 Subject: **Rodgers Creek Truck Traffic Routing Plan**

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### RECOMMENDED THAT:

1. The construction of a truck traffic route from Chippendale Road to Cypress Bowl Road for purposes of managing truck traffic in Whitby and Taylor's Lookout is endorsed and the requirement for a development permit for this work be waived.

### Purpose

To inform Council of the *Rodgers Creek Truck Traffic Routing Plan* (the Plan) by British Pacific Properties (BPP) in advance of Council's consideration of Development Permits for Rodgers Creek Areas One and Two and to receive Council direction for its implementation. Early implementation of the Plan would give substantial heavy vehicle relief to residents of Canterbury, Panorama, Whitby Estates and Marr Creek as early as mid-June.

### **1.0 Background**

#### 1.1 History

Development of the Upper Lands by BPP has resulted in ongoing construction related activity involving heavy vehicles. Given the absence of a "truck route" in and out of the Upper Lands, heavy vehicle operators were left with no alternative but to travel up and down collector roads (Chairlift Road, Folkestone Way, Westhill Drive) connecting Highway 1 with the neighbourhoods of Canterbury, Panorama, Whitby Estates and Marr Creek.

In August 2004, staff in cooperation with BPP developed and implemented a Truck Traffic Management Plan for the area which sought to mitigate the impacts of heavy vehicle traffic but did not eliminate heavy vehicle traffic from neighbourhood roads.

At the present time, BPP is constructing the storm water diversion system that takes water from the far east branch of Rodgers Creek to the Whitby Interceptor system. This work was required as part of the Taylor's Lookout Development Permit (No. 07-019) and is located in Area One of the Rodgers Creek Planning Area.

## **2.0 Policy**

### 2.1 Policy

Inclusion of a Traffic Management Plan for significant development is a requirement of the Development Permit.

Staff is seeking Council direction for the implementation of the Plan in advance of Council's consideration of the Development Permit for Rodgers Creek Areas One and Two. Early approval of the Plan would give substantial heavy vehicle relief to residents of Canterbury, Panorama, Whitby Estates and Marr Creek as early as mid-June.

### 2.2 Bylaw

As per the current regulation, heavy vehicles are permitted to travel up and down Chairlift Road, Folkestone Way and Westhill Drive.

## **3.0 Analysis**

### 3.1 Discussion

The Plan as proposed by BPP is comprised of two phases. Phase 1 would see the existing access road connecting Chippendale Road with the District's water storage facility improved and extended through to Cypress Bowl Road in the vicinity of the Highview Lookout. This phase would divert all BPP generated **inbound** heavy vehicle traffic. (See **Appendix A**)

Phase 2 would see the Rodgers Creek Area Two subdivision road roughed in from Chippendale Road to the District's water storage facility. This phase would divert ninety (90) percent of all BPP generated **inbound and outbound** heavy vehicle traffic. (See **Appendix A**)

Of note, extension of the Chippendale Road Connector to Cypress Bowl Road as recommended by the Area Development Plan will ultimately result in an outbound truck route thereby allowing the District to close Chairlift Road, Folkestone Way, Westhill Drive and Chartwell Drive to all downhill heavy vehicle traffic. (See **Appendix A**)

### 3.2 Environmental Implications

Extension of the existing access road connecting Chippendale Road with the District's water storage facility through to Cypress Bowl Road in the vicinity of the Highview Lookout will require one minor creek crossing.

The District's Environmental Coordinator in cooperation with BPP's environmental coordinator has determined the impact to be minimal and mitigative.

### 3.3 Social Implications

The *Rodgers Creek Truck Traffic Routing Plan* seeks to remove approximately ninety (90) percent of BPP generated heavy vehicle traffic from Canterbury, Panorama, Whitby Estates and Marr Creek neighbourhoods thereby significantly reducing the negative impacts of noise and congestion on residential roads. Also, by substantially reducing the volume of heavy vehicles on residential roads traffic safety is enhanced.

### 3.4 Financial Implications

None to the District. BPP is committed to funding the *Rodgers Creek Truck Traffic Routing Plan* as an interim preventative measure.

### 3.5 Consultation

To date BPP has conducted three neighbourhood meetings with the sole purpose of resolving ongoing issues related to ongoing construction in the Whitby Estates and Marr Creek development areas.

Specifically residents have voiced their concern with heavy vehicles travelling through their neighbourhood.

## 4.0 Options

- 4.1 Council defer their approval of the *Rodgers Creek Truck Traffic Routing Plan* by British Pacific Properties to the Development Permit.

Author:

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Concurrence Geri Boyle, Manager Community Planning

## Appendix A: Rodgers Creek Truck Traffic Routing Plan