

Presentation to SilverBack Public Hearing on March 26, 2008

My name is Bob D'Arcy of Sechelt-Sandy Hook and my comments are part of those for the East Inlet coordinated group as well as for my own community association. My designated area is the roads and I am giving you part one while Ian Winn will give you part 2.

While SilverBack is the largest of the proposed or approved developments along Sandy Hook Road we are aware of 6 or 7 others. The cumulative total of all of these may be a total of over 2500 homes occupied by a reasonable potential of over 6000 residents or visitors. Moreover, due to the nature of the developments and the locations of them, it is not unreasonable to anticipate well over 3000 additional cars from within the developments and a substantial number of commercial vehicles to service the areas and for the new industrial park.

The traffic studies which come with the development packages all seem to use a limiting phrase in one form or another. They cite the name of the development and then say something like "at the current level of trip generation." To us this means that each development is studied in isolation with no provision for the cumulative effect of all the developments. We feel that SilverBack should be delayed until a proper and all encompassing traffic plan can be designed, reviewed and implemented as part of the process.

In any event, we note that the traffic plan by the Bunt experts is based upon the bypass road through the band lands to join Highway 101 by the hospital and Extra Foods mall. When council heard and passed Readings 1 and 2 (even the now rescinded number 3) this was true. Now, we are advised that this bypass road is not in the planned road works making the entire traffic study an expired and maybe useless one. It is difficult to see the validity of those earlier readings when the information for them has changed materially. Regardless of the legalities – we may hear more on those after the council makes a decision - , surely this project should not advance one step more without a full, professional traffic report re-addressing all the impact issues throughout the road system. We need a report for 3000 cars plus trucks without any link road.

Next in my part of this road commentary is a special item. There is to be a four way intersection at the south end of SilverBack providing north/south traffic on Sechelt Inlet Road, a road to the inlet side commercial areas and a road to the main SilverBack development – golf course hotel, etc. This is essentially at the bottom of a hill coming from the north with a blind curve from the south and blinding barriers east and west. These are serious traffic control challenges.

First, a stop sign controlled intersection is sure to result in many accidents from traffic descending the hill or traffic trying to enter the Road from what will be somewhat blind entrances.

Second, a traffic light controlled intersection would impose unnecessary delays on all with resulting idling of cars in this global warning time plus off hour's confusion and other costs.

Therefore has or would consideration be given to incorporating in the agreements the construction of a traffic circle here which would allow free flow but in a separated and controlled manner? Entrance light controls might be added many years down the road if traffic warrants. We feel there is a need for a mandated solution to this obvious problem.

With these few comments alone on the traffic issue we trust you will see that the planning for this huge development is far from ready for implementation no matter how many public hearings are held. Some fundamental re-working is needed first. More comments are to come from Ian Winn. Thank you.

Bob D'Arcy
5866 Deerhorn Drive
Sechelt, BC, V0N 3A4
Phone 604-885-5766