



Corporate NO: R047

Report COUNCIL DATE: February 28, 2000

REGULAR COUNCIL

TO: Mayor & Council **DATE: February 24, 2000**

FROM: Manager, Land Development & Transportation
Engineering Department **FILE: 1793-3111**

SUBJECT: South Fraser Perimeter Road Right-of-Way

RECOMMENDATION

That Council authorize staff to continue to acquire the right-of-way for the South Fraser Perimeter Road, through dedication at the time of redevelopment, or through purchase if and when property is listed for sale.

INTENT

To seek Council's approval to continue to acquire property for the proposed alignment for the South Fraser Perimeter Road (Figures 1 and 2 attached), through the acquisition of right-of-way. Any property acquired will become part of the City's financial contribution to the project.

BACKGROUND

Surrey's conceptual planning for the South Fraser Perimeter Road (SFPR) includes completing the facility in stages from west to east. An interim stage would include tying the SFPR to 176 Street in the vicinity of 104 Avenue, at which time the facility would become functional. The ultimate stage would, however, extend east from 176 Street and tie to Highway No. 1 in the general vicinity of 182 Street (shown on Figure 1). This alignment follows the existing Daly Road right-of-way, parallel to the CNR.

DISCUSSION

The Ministry of Transportation and Highways is currently carrying out a corridor study of the SFPR. Their conceptual plan generally follows the same alignment as Surrey's plan from Delta to 176 Street but envisions terminating the SFPR at 176 Street, tying into Highway No. 1 by upgrading the existing 176 Street / Highway 1 interchange. The Province's concept includes a connecting arterial road (Figure 2) running from the SFPR in

the vicinity of 104 Avenue, eastward via the same alignment along Daly Road as in the Surrey concept, and connecting to 96 Avenue in the vicinity of 184 Street. Options are being considered where this arterial connection for the Port Kells industrial area would be either a two-lane facility or a four-lane facility.

CONCLUSION

In all concepts presently under consideration a roadway right-of-way associated with the SFPR extending from 176 Street in the vicinity of 104 Avenue, eastward along Daly Road and the CNR and connecting to either 96 Avenue or Highway No. 1, will be required. This alignment should be secured through the acquisition of the necessary property as it becomes available. Any property acquired will become a part of the City's financial contribution to the project or will be utilized by the City in the event the Province does not proceed with the project.

Jamie Umpleby, P. Eng.

Manager, Land Development & Transportation

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Attachments

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