



Corporate NO: R064

Report COUNCIL DATE: March 27, 2000

REGULAR COUNCIL

TO: Mayor & Council **DATE: March 22, 2000**

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

SUBJECT: Fraser Heights Community AssociationConcerns with South Fraser Perimeter Road Alignment

RECOMMENDATION

It is recommended that Council:

1. Receive this report for information.
2. Pass the resolution “That MoTH give full consideration to social/community impacts, as well as environmental impacts, in their evaluation of alignment alternatives for the South Fraser Perimeter Road through the Fraser Heights area of Surrey and undertake further community consultation prior to choosing a preferred alternative.”

INTENT

To respond to the issues raised by the Fraser Heights Community Association with respect to the possible alignment of the South Fraser Perimeter Road through the Fraser Heights area.

BACKGROUND

The South Fraser Perimeter Road (SFPR) concept was identified by Surrey over twenty years ago as a facility which would be very beneficial from a local, regional, provincial, and national perspective as a high quality goods movement linkage between Highway No. 1 and Highway 91, Annacis Island, Highway 99, Delta Port and Vancouver Airport. Over the years the concept has gained a wide degree of acceptance and is included in a variety of regional planning documents, the most recent being the TransLink draft Strategic Plan. Surrey has continued developing the concept by carrying out functional planning studies for the complete section through Surrey, environmental impact studies, and has constructed the first phase of the facility: an interim two-lane

standard roadway from Delta to the Pattullo Bridge, and the Bridgeview Drive connection between King George Highway and the future Perimeter Road. As recently as 1998, discussions with Provincial regulatory authorities indicated that the Surrey roadway alignment through Fraser Heights was feasible, with the inclusion of appropriate environmental mitigation measures as were developed along with the functional designs.

In early 1999 the Ministry of Transportation and Highways (MoTH) commenced a planning and preliminary design study of the SFPR. The study process also includes submitting the project for review under the Canadian Environmental Assessment Act process. An initial review by MoTH and their consultants of the Surrey alignment, for the SFPR in the Fraser Heights area between 168 Street and 176 Street along the edge of CNR property (see attached figure), resulted in the conclusion that environmental impacts will be substantial and that the regulatory agencies would not support this alignment. Consequently MoTH identified an alternative alignment further to the south, closer to existing residential development. This alignment was displayed during open house public information sessions conducted in Surrey and Delta on January 17, 18, 26, and 27, 2000. Staff were not involved in the development of the alternative alignment and only learned of it shortly before the public meeting. Consequently, a delegation of the Fraser Heights Community Association appeared before Council on Monday, February 28, 2000, to voice concerns.

DISCUSSION

The concern of the Fraser Heights community is, basically, the proximity of the new alignment to existing residential development in their community. Associated with this are the concerns for the impact that will result on quality of life due to visual intrusion, increased traffic noise and the potential for decrease in property values. Another issue voiced was that residents had been generally aware of the "Surrey" alignment adjacent to the railway, since anyone inquiring of the City was provided this information; however, there has been no community consultation in the process of selecting the alternative route.

The public open houses had been scheduled and advertised by MoTH when, approximately one week prior to the first session, it became anticipated that the regulatory agencies would not accept the alignment on the CNR property through this area of Fraser Heights. It was decided that a "worst-case" scenario should be developed and taken to the public meetings for comment, as opposed to giving a false sense of security and then having to come back later with a higher impact alternative. There was not enough time to undertake consultation with the community in advance of the scheduled broader public open houses. Consultation with the Fraser Heights community by MoTH is now planned. Surrey Engineering staff will assist with this undertaking.

If the alignment does shift southward, higher up the slope and closer to development, impacts will undoubtedly be greater to Fraser Heights. The visual intrusion will be closer and noise levels will be higher. MoTH does have a noise standard and attenuation policy. If the projected noise levels exceed the standard, then attenuation measures will be included in the project, as per policy. MoTH has retained an acoustics consultant as part of the project team to investigate the issue of traffic noise.

Staff have requested that MoTH carry out a full review of alignment alternatives through Fraser Heights prior to choosing a preferred alternative. This review should include a multiple account evaluation which considers social and economic impacts as well as the environmental impacts of the upper route; not simply the environmental impacts of the lower route. Environmental compensation requirements of the alternatives should be identified and cost comparisons made to the property value and social costs.

Surrey Council reaffirmed their preference for the alignment adjacent to the railway on February 28, 2000 with Resolution No. R00-455 authorizing staff to pursue right-of-way acquisition along this alignment.

CONCLUSION

The alignment for the South Fraser Perimeter road through Fraser Heights between 168 Street and 176 Street as identified by MoTH for environmental impact reasons places the roadway closer to existing development than the previous alignment identified by Surrey. This has raised concerns from the community with respect to impacts of the closer alignment. Prior to choosing a preferred alignment, MoTH should consult with the community and carry out a full evaluation of alternatives including social and economic impacts as well as environmental impacts.

Jamie Umpleby, P.Eng.

Manager, Land Development & Transportation

KZ:brb/sew

Attachment

g:\wp-docs\2000\landdev\roads\03210900.kz

KJJ 03/28/00 15:29 PM