



- Alignment 3 attempts to lessen the impacts to the residential homes and the loss of fish habitat. The CN lands that have been preloaded for the expansion of the Intermodal Yard are utilized for the western portion of Alignment 3, and the alignment is moved south, away from the fish habitat, for the eastern portion of Alignment 3. Alignment 3 impacts CN lands and their future intermodal expansion plans. A means to facilitate expansion of the CN Intermodal Yard would have to be found in order for Alignment 3 to be viable.

The MoT project manager is presently awaiting executive approval to hire an owner's engineer to help resolve outstanding issues. The owner's engineer will investigate alignment options through the Fraser Heights area, since additional engineering work is required to see if there is an environmentally acceptable alignment that also mitigates impacts to the Fraser Heights community. Additional alignment options to be investigated include moving the SFPR alignment to the north side of the CN Tracks. The owner's engineer will also investigate reduced roadway standards, which would lessen social/community impacts along the SFPR.

The attached map shows the Fraser Heights area and the original concept for the alignment, together with the concept for the connector to the new Fraser River Crossing road network.

MoT also plans to hire a consultant to continue the public consultation process. The public consultation process will provide two levels of consultation:

1. project-wide consultation;
2. individual community group consultation.

The public consultation process will include open house presentations and meetings with individual community groups, such as the Fraser Heights Community Association.

The SFPR project will be applying for its Environmental Assessment Certificate starting Fall 2003. If options cannot be eliminated by the time of submission of the application, the application will provide full reporting of each of the options proposed that are currently under consideration.

As reported to Council regarding the new Fraser River Crossing, funding for construction of the SFPR has not been resolved, and it is unknown when the project will proceed to detailed design and construction. The SFPR project will likely be packaged with a suite of projects identified as the Fraser Gateway Program. GVTA and the Province have been working together since the fall of 2002 to develop the Fraser Gateway Program and have established a joint Project Office. The staff and advisors in the Project Office are carrying out a range of engineering, planning and financial analyses to develop a detailed plan to fund and implement the various elements of the Fraser Gateway Program. For example, the team is developing financial models that will be used to define the funding provisions for the South Fraser Perimeter Road. The Fraser Gateway projects will likely require tolls to help finance the road improvements, but it is currently undecided whether tolls will be included on the SFPR. The efforts of the Project Office are geared to complete the detailed implementation plan for the Fraser Gateway Program by the end of 2003.

## CONCLUSION

The Engineering Department continues to work with MoT and all of the partners to attempt to resolve outstanding issues, including the Fraser Heights alignment, and to advance the SFPR project through the environmental assessment process. This process will evaluate the biophysical and socio-economic/community impacts of the project, and ensure that acceptable mitigation strategies are included before clearance is given by the B.C. Environmental Assessment Office for the project to proceed.

The City's preference for the alignment of the SFPR remains adjacent to the CN tracks and this has consistently been Council's position. To date, detailed work carried out by the MoT indicates that this alignment will not receive the necessary environmental / fisheries approvals. However, the alternative alignment that will likely be acceptable from a fisheries perspective has adverse community impacts. Consequently, other potential alignments will be evaluated. However, it is uncertain at this time if an alignment can be found which fully avoids/mitigates impacts on fish habitat, the local community and the long-term functions of the CN intermodal yard.

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PH/KZ/MP/brb/kjj

Attachment

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