



GATEWAY UPDATE: THE SFPR IS NOT FINALIZED YET!

The current SFPR routing is not a "Done Deal" It is only in pre design stage. This is our community, and we will all have to live with the changes the SFPR will bring. We need to ensure that the Province builds this important container route properly and without destroying the region. Sunbury Neighborhood Association has been working to provide alternatives. Please take the time to read this paper and respond to your government officials.

This is our time to speak out to get this done right!

WHAT YOU NEED TO KNOW!

The Gateway Project in BC is being touted as the new economic pathway linking Canada to the emerging Asian markets and global trade. This infrastructure is forecast to open up Western Canadian opportunities just as the St Lawrence Seaway did in Eastern Canada. All of Canada benefits, not just the Province of BC. The federal government should contribute financially to this project as they did for the St. Lawrence Seaway. The projected boost to our overall Canadian economy easily covers the costs of building this new Gateway in such a way that does not destroy the communities that it must pass through. **NOWHERE WILL THIS ROUTE IMPACT A COMMUNITY MORE THAN NORTH DELTA.**

WHAT IS THE SOUTH FRASER PERIMETER ROAD (SFPR)?

- ✘ A 4 lane 80 km/hr Provincial FREEWAY for ALL types of regional traffic linking Deltaport and the Tsawwassen ferry terminal to the new Golden Ears Bridge and Highway # 1 eastbound.
- ✘ A 24 / 7 extension of Highway # 1 running along the south side of the Fraser River.
- ✘ The "free" commuter alternative to the tolled Port Mann and Golden Ears Bridges.
- ✘ **IN OUR SUNBURY / ANNIEVILLE / DEVON GARDEN / ROYAL HEIGHTS AREAS IT IS PLANNED WHERE NO ROAD CURRENTLY EXISTS, ONLY HOMES AND AN ENVIRONMENTALLY SENSITIVE RIVERBANK.** In Surrey, the SFPR will run along the existing South Fraser Way until Elevator Road where an overpass is required for Port access. It then splits off from River Road and onto the bluffs of North Delta. This new construction will be a two tiered concrete structure above the existing rail tracks and almost level with the existing River Road. It then moves onto a raised overpass 25' high and a quarter mile long as it passes over the cannery and the BNSF rail tracks at the Alex Fraser Bridge. From there it travels along the North side of Burns Bog on another newly constructed roadway behind Tilbury then south to Deltaport.

THIS SFPR DESIGN WILL DESTROY OUR NEIGHBOURHOODS!

- The current SFPR design leaves the existing River Road open to all traffic. We will have 3 parallel highways within 1 km of each other - the SFPR, River Road and Nordel Way all taking truck and commuter traffic. All that commuter traffic will be free to cut through our communities to find the quickest route!
 - The residents of Royal Heights face a large overpass at Elevator Road that requires the expropriation of many properties on the south side of the South Fraser Way. Those left behind will be left staring directly at the overpass.
 - Sunbury faces the total or partial expropriation of over 75 homes on the north and south sides of River Road. Many are heritage homes with long term families. "Partial expropriation" can mean that property is taken and the road is built right up to and upon part of the property. Compensation is only given for the property taken. Homes on the north side of River Road that are not expropriated will back right onto the new freeway, suffering with the noise and immediate environmental consequences as well as the high intensity freeway lighting that will flood their homes every night hour.
 - The provincial Gateway program intends no compensation to the communities it is destroying for the supposed sake of the nation-wide movement of goods and consumers. There is presently no sound mitigation planned nor is any funding for it in place. The freeway noise will be as loud up in Royal Heights, Anniesville, Devon Gardens and Sunbury / Delsom as for those nearby it. Mitigation will be difficult or impossible with their current design due to elevated viaducts and steep slopes. In fact, the noise could be worse as it will amplify on the rise and there is no noise mitigation that works effectively uphill.
 - The SFPR in North Delta will dramatically reduce livability, intensify environmental and noise pollution, destroy habitat along the Fraser River, ultimately leading to the industrialization of our now residential communities. Important components of BC's history will be blacktopped. Nine thousand years of archaeological remains are contained at sites along the Fraser River near the Alex Fraser Bridge.
- ? **Is this what we want for our neighbourhoods?**

THIS SFPR DESIGN WILL DESTROY THE FRASER RIVER AND BURNS BOG ECOSYSTEMS:

The SFPR will be a congested truck and commuter route on BC's most important fish bearing river. The importance of the creeks, ravines and other green spaces along the Riverbank is just beginning to be fully understood. Migrating animals, birds and fish are dependant upon these corridors as are the species that call them home. It is all part of the biodiversity on which the genetic fitness of the River depends. North Delta has eight creeks and ravines, four of which are recognized Environmental Reserves. They are a vital part of the wildlife corridor systems of the Fraser River and Burn's Bog. As proposed the SFPR plows through 7 of them. Then to the west of the Alex Fraser Bridge, the SFPR will run along the north side of Burns Bog causing below grade disruption of the water hydrology, the lifeblood of the Bog. An east / south alignment around the Bog as proposed by Hoover / Nass would eliminate this threat.

? **The Fraser River is the largest Salmon-bearing River in North America and is currently on the list of endangered Rivers. Burns Bog has received federal, provincial and municipal taxpayer dollars to protect it. Shouldn't the federal government protect both from the damages of the SFPR?**

IS OUR TAX PAYER MONEY BEING WELL SPENT?

The SFPR by itself is a gateway for more congestion at the expense of our communities!

Geographically, Prince Rupert is a better choice for some port traffic; it is two full days shorter in shipping distance between Shanghai and Chicago! We have no control over who uses these ports as all are run by off shore interests and it is global forces that change the shipping map of the world. Fraser Surrey Docks just lost 70 percent of its container business because of a decision made on another continent!

? **Should Gateway instead be funding upgrades to existing routes and utilizing other corridors for goods movements such as the existing rail lines / overpasses and even the Fraser River as containers can be moved by barge up the River?**

? **Should the Province be redirecting funds from Gateway to improve north east rapid transit and provide the monies required to purchase additional buses and Skytrain cars currently on hold due to a lack of funds? These investments would better serve the goals of moving people around the region and freeing up capacity on existing roads for goods movement.**

FACTS ABOUT GATEWAY AND THE SFPR:

- × **Truck traffic is projected to quadruple over the next 15 years.** The effects of diesel particulate, a known carcinogen, can be measured up to 750 meters from the highway. This is in addition to the increase in regional commuter traffic from the ever-increasing new construction in Surrey and up the Fraser Valley plus the bridge toll evaders. There will also be increases in local traffic from the new Delsom Estates development.
- × **Without the necessary transit options on this side of the Fraser,** car dependent residents will be left commuting bumper to bumper along Nordel Way, competing with the SFPR, River Road and Highway 91 for access to the Alex Fraser Bridge.
- × **Traffic through our area will bottleneck as the North Fraser Perimeter Road (NFPR), Port Mann twinning and the Golden Ears Bridge will not be completed until long after the SFPR is up and running.** New Westminster is presently blocking the NFPR and the rest of Gateway's plan is not yet finalized. Without the NFPR, traffic on the north side of the river would then be forced to cross south over the Alex Fraser Bridge and travel through North Delta just to get to the Port Mann Bridge.
- × **The Burns Bog portion will take years of preload if it proceeds as planned.** Until then the new SFPR will essentially just be an extension of Highway #1 joining the Port Mann only to the woefully inadequate Pattullo Bridge and the Alex Fraser Bridge. There will be years of gridlock for our local communities as traffic seeks alternate routes through our neighbourhoods to avoid the ever-worsening rush hour back ups over the Alex Fraser Bridge.
- ? **Multi-use freeways that quickly become congested as the SFPR is projected to do will not achieve the long term goal of goods movement.** Traffic projections prove that the SFPR is already obsolete as it will reach capacity in just 5 to 10 years. What then?

"Why do we need this four lane scar along the Fraser River as North Delta's legacy for a global economy that as British Columbians we have no control over" – Guy Gentner, MLA North Delta.

WHAT ABOUT THE TUNNEL?

We have asked Gateway to consider a tunnel running from Elevator Road under Nordel Way to Highway 91, to protect our immediate communities. Gateway's own assessment of the tunnel proposal said "...a tunnel is technically feasible in this location" yet they are flat out refusing to realistically evaluate this option. They say it is a matter of cost but several tunnel companies and tunnel building experts show their estimates to be greatly exaggerated. A 4 km long tunnel would provide a shorter, safer, cleaner route as new filter systems actually clean the air and it will only take 3 minutes to drive this distance at 80 km/hour. The 1% of all truck traffic that carries hazardous goods can be diverted to the existing Highway # 10 and Highway # 15 or across the Alex Fraser Bridge to the NFPR route or barged up the river, if the use of a tunnel is truly a concern.

? **Shouldn't the federal government be providing the extra funding required to protect our long-standing neighbourhoods by putting the SFPR through a tunnel from Elevator Road under Nordel Way to Highway 91?**

BUT IS THIS NEW ROUTE REALLY NECESSARY?

? **Should the Provincial government be spending taxpayer money when we do not have control over the actual need for this new infrastructure?**

? **Do we even need an expensive brand new highway when the government is already funding the current upgrading of Highways 10 and 15? Should the containers and other truck traffic be diverted to this existing upgraded route instead of asking the taxpayers to pay a totally new route through established communities and environmentally sensitive areas? Is the Gateway project squandering our tax dollars by building this project at the expense of the communities it will affect?**

WHAT WE'VE BEEN DOING!

- ✓ We have met with Gateway in small group sessions trying to get detailed information to no avail...
- ✓ We have met with Sukh Dhaliwal, Kevin Falcon and Guy Gentner in order to lobby for more federal and provincial funding
- ✓ We have been working to get Delta Council more vocal on this issue and have support for a tunnel
- ✓ We have been contacting other interested societies, i.e. Burns Bog and affected neighbourhoods, i.e. Royal Heights
- ✓ We have had display and information booths at both Annieville Family Days and International Burns Bog Day

WE ALL NEED TO ASK GATEWAY TO STOP AND THINK ABOUT WHAT THEY ARE DOING!

We need improved transit options and better utilization of the existing traffic corridors before this new freeway is constructed at the cost of our communities. We have been patient. We have waited for Gateway to review our requests. They have taken their time and wasted ours. Clearly they do not feel we count in their decision-making processes. We will not be discounted. This is not a done deal! Gateway is still in pre design phases. Our time to be heard is now!

WHAT YOU CAN DO! Sign our petitions / fill out feedback cards/ write to your local / provincial / federal governments. Write to the papers! All addresses are noted on our website www.sunburynighbourhood.ca

WE NEED YOUR HELP IN GETTING OUR VOICES HEARD!

COMING EVENT! Our Federal MP, Sukh Dhaliwal, is having a community BBQ at Annieville Park on Sept 23rd
Come see us at there as we have been invited to put up our info booth and will have petitions to sign. Watch for a feedback card that is being sent out to homes by Sukh Dhaliwal's office – please make sure you complete and return it – no postage required or bring it to the BBQ. Let us know at the BBQ if you have not received one.

"I am concerned that due to inadequate funding from the federal government, our neighbourhoods will be devastated by the South Fraser Perimeter Road without considering alternative solutions that would also have less impact on our green spaces and the irreplaceable Burns Bog." - Sukh Dhaliwal, MP, Newton - North Delta

BE PRESENT, BE VOCAL. THE TIME TO STAND UP FOR YOUR COMMUNITY IS NOW!