

## Anticipated Infrastructure Enhancements That Will Impact Industrial Real Estate Users

Several regional and provincial agencies are overseeing infrastructure upgrades throughout the Greater Vancouver region that will impact industrial real estate owners and users.

The majority of projects frequently discussed in the media are still in the feasibility-study or proposal stages, however from analyzing associated documents we anticipate that certain projects will move forward in the near future.

These anticipated projects and their potential impact for industrial users are summarized here.



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## Anticipated Projects Coordinated by Translink:

### Introduction

The Greater Vancouver Transportation Authority (GVTA), better known as Translink, uses the Greater Vancouver Regional District's "Livable Region Strategic Plan" (LRSP) as the guiding philosophy behind its transportation policy. The LRSP calls for concentrating employment and residential growth along efficient transportation corridors that can be well served by transit, and therefore reducing single-occupant-vehicle travel.

This policy is impacting industrial companies in different ways.

First, certain areas are shifting from industrial to office or residential use, pushing industrial users out. For example, see our report *End of an Era? Changing Land Use in Brentwood and Holdom*. If successful, however, this policy of concentrating residential and office use along mass transit corridors will reduce congestion near industrial areas thereby facilitating a more efficient movement of goods.

Second, Translink's plan also includes provisions to expedite the movement of industrial goods. Major projects such as the new Fraser River Crossing and the North Fraser Perimeter Road as well as other smaller projects will have positive impacts on the flow of industrial goods and in some cases open more land to industrial development.

### New (Third) Fraser River Crossing

**Where:** 201<sup>th</sup> Street in Langley to Maple Ridge / Pitt Meadows boundary, with connections to the Lougheed Highway.

**Purpose:** Reduce congestion on other crossings, notably the Port Mann Bridge, as well as eliminate the need for the Albion Ferry.

**Construction Start:** Contract scheduled to be awarded in November 2004 with construction starting soon thereafter.

**Open to traffic:** Late 2007

### **Industrial Impact:**

- 200<sup>th</sup> Street Corridor in Langley more prominent as a warehouse / distribution centre
- Will open lands on the North Side of the Fraser River to more industrial development as Trans Canada access will be efficient via this crossing.

**Note:** Cost is estimated at \$600 Million, which will be recovered through tolls.

### **North Fraser Perimeter Road**

**Where:** Along the north side of the Fraser River from Maple Ridge through Pitt Meadows, Port Coquitlam, Coquitlam, to New Westminster. This also includes an expansion of the Pitt River Bridge.

**Purpose:** Facilitate goods and traffic movement between and through these North Fraser municipalities.

**Start:** TBA

**Completion:** Although this project was included in the 2000 GVTA Strategic Transportation Plan, it is not clear when work will be completed on Translink's portion. The Provincial Gateway Program's section remains in the feasibility and scope study stage.

### **Impact for Industrial Real Estate owners and users**

- Will improve goods movement from Coquitlam to South Burnaby, South Vancouver and the Airport.
- Will likely encourage warehouse/distribution in the area; open further development options along the North Fraser in Burnaby.

**Note:** *being built in conjunction with Provincial Gateway Program. Translink is handling the western extension from Queensborough Bridge to Coquitlam and the Gateway program from Coquitlam east.*

### RAV Line - Richmond Airport Vancouver Rapid Transit

**Where:** Along Cambie Street in Vancouver; across Arthur Laing Bridge, followed by one branch to the Airport, another along No. 3 Road to Richmond Centre.

**Construction Start:** On May 7, 2004 the Translink Board rejected the project as proposed. They simultaneously passed a resolution supporting the concept of a Richmond-Vancouver rapid transit line. This suggests that under an alternative construction contract structure, or with a less expensive plan, the project may yet move forward.

**Industrial Impact:**

- Reduce number of non-commercial vehicles traveling between Richmond, the Airport, and Vancouver, reducing congestion delays for commercial vehicles.

### Proposed non-residential parking stall tax

**Purpose:** Although details are yet to be determined, one purpose is to discourage further development and use of office-based business parks that primarily rely on single-occupancy vehicles as a means for employees to commute to work.

**When:** Current proposal asks for legislation changes in 2004 with a goal of implementing such a tax in late 2005.

**Industrial user impacts**

- Reduced congestion for commercial vehicles: Encouraging office tenants to locate in town centres well served by transit will reduce single vehicle trips into prominent industrial regions.
- Policy may also help to preserve industrial areas for industrial companies (discouraging their conversion to office-oriented business parks).

## Proposed Projects by the Provincial Gateway Program

### South Fraser Perimeter Road

**Where:** Along the South Shore of the Fraser River from Highway #1 and 200<sup>th</sup> (near the Third Fraser River Crossing) to Delta Port.

**Purpose:** To direct both commuter and industrial traffic away from residential areas and to reduce congestion through industrial areas.

**When:** TBD. An Environmental Assessment is currently underway. The Gateway Program advises that this project may be built in stages as funds and approvals permit.

#### **Industrial User Impacts:**

- This project is designed to facilitate access to and between existing industrial areas of Tilbury, Bridgeview and Port Kells, as well as providing better linkages with Delta Port, Fraser Surrey Docks, and the CN Intermodal yard in Surrey.
- Once built, it will reduce congestion in and through these industrial areas, especially in North Delta and Tilbury.

**See also North Fraser Perimeter Road in the Translink Section above.**

**Note on Gateway Program projects:** *In addition, the Gateway Program in the future intends to examine the possibility of widening the Port Mann Bridge, and several other smaller projects are still apparently at the preliminary, feasibility study stage. Additional information can be found at the Gateway Program's Website. [www.gatewayprogram.bc.ca](http://www.gatewayprogram.bc.ca)*

**Note on scheduling and the 2010 Olympics:** Hosting the Olympics inherently creates pressure to have transport infrastructure upgrades complete before the Games, or to delay them until afterwards. Having routes under construction could cause delays in the movement of goods, workers, athletes, spectators and media which is not desirable. Therefore, the next few months may see pressure on city councils and other government officials to approve projects quickly so that certain infrastructure upgrades can be fast tracked for completion prior to 2010.

The Olympics could therefore help accelerate the enhancement of the transport infrastructure that supports industrial businesses in the Lower Mainland.

## Summary Page

<b>Project Name</b>	<b>Sponsoring Organization</b>	<b>Status</b>	<b>Start Date / End Date</b>
New Fraser River Crossing	Translink	Scheduled	November 2004 - 2007
North Fraser Perimeter Road	Translink & Provincial Gateway Program	Tentatively approved	TBD
RAV Line	Translink	On hold	TBD
Proposed non-residential parking stall tax	Translink	Under consideration	If goes forward, late 2005.
South Fraser Perimeter Road	Provincial Gateway Program	Under consideration	TBD

### **Useful links.**

[www.translink.bc.ca](http://www.translink.bc.ca)

[www.translink.bc.ca/frasercrossing/](http://www.translink.bc.ca/frasercrossing/)

<http://www.gatewayprogram.bc.ca>