



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee

Date: July 8, 2013

From: Joe Erceg, General Manager,
Planning and Development

File:

Re: Port Metro Vancouver Land Use Plan Update

Staff Recommendation

That, as per the report from the General Manager, Planning and Development, dated July 8, 2013, titled: Port Metro Vancouver Land Use Plan Update, the City of Richmond:

- (1) Advise Port Metro Vancouver that, as the City continues to strongly object to any Port use of agricultural lands, the Port state in its Land Use Plan that it will not use agricultural lands for Port expansion or operations; and
- (2) Advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities of the above recommendation.

Joe Erceg
General Manager, Planning and Development

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REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
REVIEWED BY DIRECTORS	INITIALS: MR
REVIEWED BY CAO	INITIALS:

Staff Report

Origin

On June 17, 2013, Port Metro Vancouver (Port) invited Richmond and other Port stakeholders to attend one of the following Phase 3 Land Use Plan Stakeholder Workshops: June 18, 2013 in Vancouver, June 20, 2013 in Richmond, or June 26, 2013 in Surrey. Richmond staff attended the June 20, 2013 Workshop. This report summarizes the Workshop discussion and makes recommendations to address a Council priority - that of protecting agricultural land.

The protection of agricultural land in Richmond has always been a priority for Richmond Council, as it is limited and essential to the City's sustainability, and residents' livelihood and employment. Council has repeatedly stated this, for example, in its 1999 and new 2041 Official Community Plans (OCP). In 2008, the Port purchased the 200 acre Gilmore Farms lands and more purchases may come. The City of Richmond continues to object to any Port expansion or use of agricultural land. One way to protect agricultural lands is to request the Port to state in its Land Use Plan that it will not use agricultural land for port uses. As the deadline to comment on the draft Land Use Plan is July 31, 2013, there is an opportunity, before the final Plan is drafted, to ask the Port to state in its Land Use Plan that it will not use or expand its operations on agricultural land.

2011 – 2014 Council Term Goals

The report addresses the following 2011 - 2014 Council Term Goal:

- 7. Managing Growth and Development.

Background

Information Sources

Background information is provided in the following attachments:

- **Attachment 1** - Phase 3, Stakeholder Workshop Discussion Guide, Land Use Plan Update, June 2013,
- **Attachment 2** - Phase 2, Consultation Summary Report, Land Use Plan, March 2013, and
- **Attachment 3** - Excerpts of Port Comments Regarding Port Land Use Planning and Acquisition, July 2013.

Port Planning Phases

The preparation of the Port Land Use Plan (Plan) involves following phases:

- Phase 1: Information Gathering - Completed:
Gathering information of the top priorities for stakeholders, communities and First Nations which was combined with research regarding industry trends, port best practices and the Port's vision, mission and mandate to gain a better understanding of the major themes that should be addressed in the Land Use Plan.
- Phase 2: Developing Goals, Objectives and Policy Directions - Completed:
Drafting Goals, Objectives and Policy Directions and receiving feedback on them.
- Phase 3: Drafting The Plan – Currently Underway to the Fall 2013:
For the June 20, 2013 Port Workshop, the Port provided a Discussion Guide (**Attachment 1**) which included draft: (1) Goals, Objectives and Policy Directions, (2) Planning Areas, and

(3) Land and Water Designations. The key objectives of the Workshop were to: explain the Port's Land Use Plan update process and the function of the final Plan, present revised Land Use Plan goals, objectives and policy directions from Phase 2, and gather input on draft land and water use designations.

Richmond staff have supplied the Port with the necessary City mapping use (e.g., the 2041 Official Community Plan, area plans, zoning, its Fraser Estuary Management Program designations) and are following up with face to face discussions with the Port to ensure accuracy.

- Phase 4: Finalizing the Plan - Not Yet Started: Fall 2013 into 2014
During Phase 4, the Port will be finalizing the Plan and releasing the full draft Land Use Plan for consultation with stakeholders, First Nations and the wider community.

Summary of City - Port Discussions and Correspondence

Since the Port's land use planning process began, Richmond staff have participated by attending at least five Port workshops and additional meetings, a Richmond General Manager has written the Port and Richmond's Mayor has written the Minister of Transport Canada to repeatedly request that the Port not use agricultural land for Port purposes or expansion (**Attachments 4 and 5** contain the Richmond letters). Similar requests have been made by staff of the BC Ministry of Agriculture, the Agricultural Land Commission (ALC), Metro Vancouver and Delta, and environmental and agricultural citizen groups.

The Port's Phase Consultation Summary Report (**Attachment 2**) indicates that the Port has heard Richmond's requests that the Port not expand on agricultural land, as it states: "Participants felt that it was important to balance competing interests, and nowhere was this more evident than in the discussions around preserving industrial land and protecting agricultural land. Agricultural land was seen by many as being threatened by port expansion. A frequently voiced perspective was that agricultural lands should not be used for port expansion".

Analysis

Staff have reviewed the Port's draft Land Use Plan to see if there are any draft policies to protect agricultural land from Port use or expansion. There no evidence that the Port has taken into account the protection of agricultural land and the draft Port plan contains no policies to protect agricultural land from Port use or expansion.

The Port's Web Site, "Frequently Asked Questions and Answers" section states the following:

- Question: Are you going to consider the future use of agricultural land owned by the Port as part of your land use plan?
- Port Answer: The process to update the Land Use Plan will explore appropriate uses for agricultural lands owned by the Port. The Port respects that agricultural land is an important issue for communities and other regulatory authorities. We invite all those interested in this topic to participate in the process to update our Land Use Plan so we can ensure your views are considered as we develop policies for the use of agricultural land.

While the Port has stated above that it will explore appropriate uses for agricultural lands owned by the Port and consider stakeholder and public views as they prepare policies for the use of

agricultural land, there is no evidence that the Port has explored or considered how to protect or avoid using agricultural lands.

Richmond and Metro Vancouver's Land Use Planning Policies

While Richmond in its 2041 OCP and Metro Vancouver in the 2040 Regional Growth Strategy have better addressed protecting agricultural, the Port has not similarly indicated in its draft Plan that it will not use or expand on agricultural lands.

Richmond's 2041 Employment Lands Strategy states that the ALR should continue to be protected and there is no need to remove land from the Agricultural Land Reserve (ALR) to meet the City's 2041 employment land needs. As well, the 2041 OCP and 2041 Employment Lands Strategy indicate that Richmond's current industrial land supply is approximately 4,216 acres and by retaining these lands, in 2041 Richmond will need 3,561 acres and may possibly have a surplus of 642 acres of industrial lands. These City policies both protect industrial lands and provide an opportunity for the Port to expand and operate without using agricultural land.

To support this point, staff looked to see if in Richmond any Port lands have been lost to non - Port uses in the recent past. The results are that, since 1999, OCP lands designated for Industrial (e.g., port) use have not been reduced and remain at approximately 4,216 acres. This excludes the Port's recently purchased Gilmore Farms lands. The review also indicated that there has been a seven (7) fold increase in developed Port lands, from approximately nine (9) developed acres in 1999, to 70 developed acres in 2011. The City has also suggested that the Port consider acquiring non agricultural lands along the South Arm of the Fraser River for Port purposes. These examples indicate some of the ways in which Richmond's land uses policies support the Port without affecting agricultural land.

Potential Port Lands In The Metro Vancouver Region

While the Port has not indicated where in the Metro Vancouver Region it will expand, there are non agricultural lands in the Region which the Port could use (e.g., industrial waterfront lands in Port Moody). City staff have advised Port staff to consider these possibilities. With these Port expansion opportunities on non agricultural lands in the Region, Richmond does not consider it acceptable that the Port use or expand on Richmond's agricultural lands.

Summary

There is one more opportunity for the City to request the Port not to use agricultural land, before the Plan is drafted. After the Plan is drafted, while there will be further consultation and opportunities to comment on the Plan, it may be more difficult to change. To take advantage of this opportunity, staff recommend that Council, once again, request the Port to state in its Land Use Plan that it will not expand or operate on agricultural land, and advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities of the recommendation.

Financial Impact

None

Conclusion

Staff have reviewed Port Metro Vancouver's Phase 3 draft Land Use Plan and find that, after repeated Richmond requests, the draft Plan does not protect agricultural land from Port expansion or operations. Staff recommend that Council once again request Port Metro Vancouver to state in its Land Use Plan that it will not expand or operate on agricultural lands, and advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities of the recommendation.



Terry Crowe, Manager,
Policy Planning
(604-276-4139)

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| Attachment 1 | Phase 3, Stakeholder Workshop Discussion Guide, Land Use Plan Update, June 2013 |
| Attachment 2 | Phase 2, Consultation Summary Report, Land Use Plan, March 2013 |
| Attachment 3 | Excerpts of Port Comments Regarding Port Land Use Planning and Acquisition, July 2013 |
| Attachment 4 | Richmond General Manager's July 3, 2012 Letter to Port |
| Attachment 5 | Richmond Mayor Brodie's October 25, 2013 Letter to Port |

Land Use Plan Update

Phase 3 Stakeholder Workshops

Discussion Guide

To be reviewed with the Draft Designation Maps, available online at <http://tinyurl.com/n4jt2e5>

June 18, 2013: Vancouver

June 20, 2013: Richmond

June 26, 2013: Surrey



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vancouver

Thank you for participating in Phase 3 workshops on Port Metro Vancouver's Land Use Plan update. This discussion guide provides you with important information to prepare you for the upcoming workshop.

Key objectives of the workshop are to:

- Explain the Port's Land Use Plan (LUP) update process and the function of the final plan.
- Present revised LUP goals, objectives, and policy directions from Phase 2.
- Gather input on draft land and water use designations.

Agenda

9:30	Registration
10:00	Welcome and introduction
10:40	Presentation on goals, objectives & policy directions
11:00	Small group discussions on goals, objectives & policy directions
12:00	Lunch break
12:45	Presentation on planning areas and draft designations
1:30	Round 1: Map-based small group discussion of draft designations
2:10	Round 2: Map-based small group discussion of draft designations
2:50	Afternoon Break
3:05	Round 3: Map-based small group discussion of draft designations
3:45	Plenary
4:15	Feedback
4:20	Closing remarks

Following an introductory presentation, we will spend the morning presenting the revised goals, objectives, and policy directions, highlighting how input from the earlier consultation was incorporated.

In the afternoon, we will start with a presentation on the existing planning areas, and draft land and water use designations. Then, we will invite you to comment on planning areas and draft designations. After three rounds of exploring designation maps from seven planning areas, we will wrap up with a plenary discussion and gather feedback.

NOTE: ALL MATERIALS PRESENTED IN THIS DISCUSSION GUIDE ARE PRELIMINARY AND FOR CONSULTATION PURPOSES ONLY.

FOR MORE INFORMATION

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Visit: www.portmetrovancover.com/landuseplan | www.porttalk.ca

Introduction

WHAT IS THE PORT METRO VANCOUVER LAND USE PLAN?

The Canada Marine Act requires each Canadian port authority to have a Land Use Plan that contains objectives and policies for the physical development of the property it manages. The Port's current Land Use Plan is a compilation of three separate plans from each of the region's former port authorities that amalgamated in 2008 to form Port Metro Vancouver.

In 2011, Port Metro Vancouver completed a strategic visioning initiative we called Port 2050. During this year-long initiative, we engaged a wide range of representatives from industry, government and local communities. A key outcome of Port 2050 was a new vision for Port Metro Vancouver:

To be the most efficient and sustainable Gateway for the customers we serve, benefiting communities locally and across the nation.

As one of our first steps towards implementing this new vision, we are updating the current Land Use Plan.

OBJECTIVES OF THE PLAN

- Guide the physical development of the Port
- Provide direction to port staff when reviewing development proposals
- Assist port tenants in identifying areas to locate or expand their operations and investments
- Facilitate coordination of land use and transportation planning with external agencies
- Provide neighbouring residents and communities with greater clarity about activities and uses that may occur on port lands, and how their interests will be considered in the planning process
- Communicate the Port's intentions of growing in an environmentally, economically and socially responsible manner



PROCESS TO DATE



During Phase 1, we gathered information on top priorities for stakeholders, communities and First Nations. We combined that with research into industry trends, port best practices and the port's vision, mission, and mandate to gain a better understanding of the major themes that should be addressed in the Land Use Plan.

In Phase 2, we developed draft goals, objectives and policy directions based on information we had gathered during Phase 1. Through a series of workshops, open houses, meetings and online feedback, we consulted on these materials to receive feedback on each policy, and to discover if we had missed anything. The results of this consultation are available at www.portmetrovanancouver.com/landuseplan.

In Phase 3, we will be developing the Land Use Plan document. At this point, we are finalizing the goals, objectives, and policy directions and developing land and water designations for the areas under the Port's jurisdiction. We are also mapping out these uses throughout the Port. We will be consulting with stakeholders, communities and First Nations through various activities.

During this first round of workshops, we will provide participants with an overview of and opportunity to comment on the following:

- Goals, objectives and policy directions
- Planning areas
- Draft land and water designations
- Maps of draft land and water designations

During Phase 4, we will be finalizing the Plan and releasing the full draft for consultation with stakeholders, First Nations and the wider community.

Goals, Objectives and Policy Directions

Draft Goals, Objectives & Policy Directions were developed in Phase 2 in order to provide a policy framework for the updated Land Use Plan. They were based on a combination of consultation, research into best practices, and the Port's mandate, mission and vision. We received hundreds of comments in Phase 2 from stakeholders, the community and First Nations on the draft goals, objectives, and policy Directions. Following that consultation period, we further reviewed them in order to see what changes could be made, and ensure they aligned with the scope of the Land Use Plan and Port Metro Vancouver's mandate.

While some of the feedback received referred to issues outside of the scope of a land use plan, we were able to identify some clear themes from the input we received. Based on these themes, we made significant changes, of which the major ones are outlined below. Please note that the changes highlighted below do not include the many other changes that were also made to in response to input received which improved clarity and consistency. The revised goals, objectives and policy directions will be a central component of the new Land Use Plan.

What we heard

Growth should not take place at the expense of the environment or communities.

Communication and engagement need to be strongly reflected in the policies.

Impacts to communities and the environment should be key considerations in the Land Use Plan.

Local and regional plans need to be taken into account when developing Port plans and strategies.

Major changes

Goal 1 and the related policy directions now emphasize that the Port manages - rather than just facilitates - growth to consider a wider range of economic, social, and environmental factors.

A new goal on communication and engagement has been created.

Objectives and policy directions have been revised to clarify the importance of identifying and addressing potential community and environmental impacts.

A new policy direction has been created to confirm that the plans of municipalities, First Nations and other agencies will be considered as part of port planning and development decision-making.

Goal 1: "Port Metro Vancouver manages port growth and activity in support of Canada's trade while preparing for anticipated transitions in the global economy."

Goal 5: "Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters."

Policy direction and objectives: 1.2.1, 3.1.2, 3.3.5, 3.3.6, 4.2, 4.2.1, 4.2.3, 4.3, 4.3.1, 4.3.3

4.3.4: "Consider applicable plans of municipalities, First Nations and other agencies when developing Port plans and strategies."

Goal 1

Port Metro Vancouver manages port growth and activity in support of Canada's trade while preparing for anticipated transitions in the global economy.

CONTEXT STATEMENT

Port Metro Vancouver is a major North American gateway for our Asia Pacific trading partners and a major generator of jobs, taxes and financial value for the Canadian economy. Across Canada, port activities generated approximately 98,800 jobs and \$20 billion in economic output. The port has also been a driving force in the growth of the region, providing employment opportunities to local residents and enabling many of the region's businesses to flourish.

As we look forward to the next 15 to 20 years, growth is forecasted across almost all commodity sectors currently handled at the Port. A key challenge will be ensuring there is sufficient land to support this expected growth. While various land uses within the region—such as commercial, industrial and residential—are interdependent on one another, they also compete with one another for the very land needed to sustain them.

As we look beyond the 15 to 20 year timeframe of the Land Use Plan, we recognize our long term future may be very different from today. Through our recent Port 2050 strategic visioning initiative, we identified our anticipated future where a post-carbon economy emerges over the next 40 years, accompanied by more sustainable patterns of production and consumption. Port Metro Vancouver is uniquely positioned to take a leading role in managing its growth responsibly, and preparing the port community for that future so that together we may adapt to new challenges and seize the potential of new opportunities that will inevitably arise.



Objectives & Policy Directions

1.1 Protect the industrial land base to support port and related activities into the future.

- 1.1.1 Preserve the lands and waters under the Port's jurisdiction to support current and future port activities.
- 1.1.2 Collaborate with other land use authorities to protect the region's industrial land base.
- 1.1.3 Collaborate with local, regional and provincial governments and First Nations to identify opportunities to improve the compatibility of port and adjacent land uses across jurisdictional boundaries.

1.2 Optimize the use of existing port lands and waters.

- 1.2.1 Intensify the use and development of port lands to achieve the highest feasible operational capacities within the existing land base, considering the impacts intensified use may have on adjacent communities, transportation networks and the environment.
- 1.2.2 Promote the use and development of port lands and waters in a manner that takes advantage of a site's unique physical and geographical attributes in its broader context.
- 1.2.3 Manage new port development to create synergies and efficiencies between adjacent activities and uses.

1.3 Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities.

- 1.3.1 Consider acquisition of sites to protect their availability for future port use, giving priority to lands that demonstrate ready access to shipping and/or transportation networks and close proximity to existing Port Metro Vancouver holdings.
- 1.3.2 Consider the creation of new land for future port uses, such as new terminal development and environmental mitigation, when suitable existing lands are not expected to be available.
- 1.3.3 Develop a coordinated approach to anticipating and responding to property and infrastructure impacts, such as those associated with climate change, including sea level rise and more frequent/extreme flood events.

1.4 Lead the port community in anticipating and responding to economic trends and opportunities that will affect the growth, development and competitiveness of the port.

- 1.4.1 Monitor and research trends against measurable indicators to anticipate changes in the way port lands and waters will be used in the coming decades.
- 1.4.2 Develop innovative land management strategies and practices, in collaboration with customers, stakeholders and First Nations, to influence and adapt to expected changes in trade patterns, supply chains, technology and other key drivers of port activity.
- 1.4.3 Pursue investments in port lands and infrastructure in the context of anticipated long-term economic trends.
- 1.4.4 Pursue best practices in sustainable land use management, and support port operators in developing operating and management practices that align with the Port's vision for a sustainable future.

Goal 2

Port Metro Vancouver is a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region.

CONTEXT STATEMENT

The lands and waters managed by Port Metro Vancouver are small links in the chain of supply that delivers a product from its origin to a final destination. For a port tenant or terminal operator to be able to effectively use port land for the handling of their products, that land must be served by a reliable and efficient transportation network. In a port setting, that network consists of marine, road and rail transportation modes that all connect together to move cargo through the supply chain.

While local marine navigation is almost entirely within the Port's jurisdiction, most road and rail services that the Port depends on are provided by external organizations. The Land Use Plan provides an opportunity to communicate the Port's needs to those organizations in order to facilitate the coordination of transportation planning within the region. It also communicates our intent to consistently apply best practices in ensuring the safety and security of goods and passengers utilizing the gateway.



Objectives & Policy Directions

2.1 Improve operational efficiencies of transportation modes serving the port.

- 2.1.1 Monitor road, rail and marine traffic activities on an ongoing basis in order to identify and pursue opportunities for improvements to operating efficiency.
- 2.1.2 Collaborate with customers, stakeholders, local governments and other agencies to identify and implement operational changes that improve road, rail and marine traffic flows accessing the port.
- 2.1.3 Support the increased use of regional waterways for the transport of cargo.
- 2.1.4 Work with customers, stakeholders, local governments and other agencies to develop strategies and identify opportunities to optimize supply chain movements within and beyond the Metro Vancouver region.
- 2.1.5 Work with customers, stakeholders, local governments and First Nations to identify and monitor operational improvements to mitigate potential noise, congestion, air emissions and other impacts arising from port-related activities.

2.2 Preserve, maintain and improve transportation corridors and infrastructure critical to moving goods and passengers to and through the port.

- 2.2.1 Maintain and improve critical navigation infrastructure, port roadways and port-owned rail infrastructure and corridors in order to support the safe, efficient and effective movement of goods.
- 2.2.2 Support maintenance and improvement of land and marine transportation corridors and infrastructure outside of Port Metro Vancouver's jurisdiction required for current and future port activity.
- 2.2.3 Collaborate with industry, transportation agencies, local governments and other stakeholders to ensure the future capacity of the regional transportation network is sufficient to accommodate current and anticipated port-related traffic, in context of the needs of other transportation network users.
- 2.2.4 Pursue the Port's interests in an efficient and effective regional transportation network through advocacy and direct participation in the transportation planning initiatives of other agencies.
- 2.2.5 Support transit and transportation demand management initiatives that would increase the efficiency and capacity of the regional transportation network for the movement of goods.
- 2.2.6 Support investigation of options to provide improved transit service to port lands to increase transportation choice for port workers.

2.3 Ensure the safe and secure movement of goods and passengers through the port.

- 2.3.1 Support the implementation and enforcement of applicable best practices, regulations and standards for the safe use and operation of roads, railways and navigation channels servicing the port.
- 2.3.2 Assist port users in incorporating best practices for safety and security into all aspects of their operations.
- 2.3.3 Collaborate with relevant authorities and agencies to strengthen established emergency and post-emergency response plans for incidents originating in the port or directly impacting port operations.
- 2.3.4 Support emergency response planning of external agencies where Port resources may be of service in responding to emergencies affecting the broader region.

Goal 3

Port Metro Vancouver is a global leader among ports in the environmental stewardship of the lands and waters it manages.

CONTEXT STATEMENT

Port Metro Vancouver is striving to be a global leader in port sustainability. From an environmental perspective, the manner in which port property is physically used will influence how successful we are in achieving this goal. The more than 600 km of shoreline managed by the Port is used for a variety of purposes, ranging from industrial operations and commerce to recreation and other uses. Working with agencies, port users, local governments, local communities and First Nations, we identify environmental issues and risks posed by these activities and take action to reduce the potential impacts and improve environmental quality. The Land Use Plan will provide guiding policy to support this work.



Objectives & Policy Directions

3.1 Contribute to the overall ecological health of the region by reducing impacts from port activity and protecting, sustaining and enhancing ecosystems.

- 3.1.1 Develop and promote best practices and programs to protect ecosystems and enhance fish and wildlife and their habitats.
- 3.1.2 Minimize potential adverse impacts on habitat quality or, where necessary, mitigate such impacts and compensate for loss of habitat resulting from new port development.
- 3.1.3 Support the creation, enhancement and/or restoration of critical fish and wildlife habitat at appropriate locations within the Port's jurisdiction, or when such locations are not available, at locations outside of the Port's jurisdiction.
- 3.1.4 Collaborate with environmental agencies, local governments, First Nations and stakeholders to monitor and protect critical terrestrial, marine and estuarine environments.
- 3.1.5 Assess, mitigate and monitor land, air and marine environmental impacts from port operations and developments.

3.2 Reduce air emissions, including greenhouse gas intensity, and promote energy conservation in port operations and developments.

- 3.2.1 Reduce air emissions from port activities by applying best practices and best available technologies for reducing emissions and improving regional air quality.
- 3.2.2 Encourage energy conservation and delivery of alternative or renewable energy to support port operations and developments and achieve reductions in air emissions.
- 3.2.3 Monitor and report on port-related air emissions and air quality.
- 3.2.4 Maintain dialogue with regional agencies on monitoring and reducing air emissions.

3.3 Improve land and water quality within the port.

- 3.3.1 Manage contamination risks within the port with remediation and risk management approaches to address lands and sediments that have been contaminated historically.
- 3.3.2 Work with agencies, port customers and stakeholders to monitor and assess port uses to prevent contamination from port-related activities, and periodically review monitoring and assessment practices to ensure they reflect best practice.
- 3.3.3 Ensure sediment and soil quality of tenanted sites is maintained or improved from the time a site becomes occupied to the time it becomes vacant.
- 3.3.4 Pursue removal of derelict structures and vessels that pose a hazard to safety and/or the environment.
- 3.3.5 Ensure that proposed developments and works on port lands include appropriate measures to protect water quality and meet best practices for storm water management.
- 3.3.6 Ensure environmental assessments are undertaken for all projects proposed on lands and waters managed by Port Metro Vancouver to determine that there are no significant adverse environmental effects.

3.4 Promote sustainable practices in design and construction, operations and administration in the port.

- 3.4.1 Promote green infrastructure within the port based on best practices and related standards.
- 3.4.2 Encourage port customers to adopt corporate social responsibility and sustainability principles into their organizations in a way that integrates social and environmental matters into decision making, strategy and operations, in a transparent, accountable and economically viable manner.
- 3.4.3 Develop sustainability and other guidelines, as appropriate, to assist in the review of projects proposed on lands and waters managed by Port Metro Vancouver.

Goal 4

Port activity and development is a positive contributor to local communities and First Nations.

CONTEXT STATEMENT

Port Metro Vancouver operates in a complex jurisdictional context. Port lands and waters are located within 16 municipalities and border the lands of one Treaty First Nation. The Port's jurisdiction also intersects with the traditional territories of several other First Nations. While our mission is to support trade in the best interest of all Canadians, we recognize that local interests must also be addressed.

Trade activities result in substantial local benefits. For example, there are currently 57,000 jobs in the Lower Mainland that rely on the Port, directly and indirectly. Many port jobs are high-paid – as of 2012, the average salary of a port worker is \$67,000, which was 50% greater than the average Canadian wage of \$44,000. In addition to the positive economic impacts of a thriving port, port activity can also provide opportunities for public waterfront access and other goals of local communities and First Nations. However, port activity can also present challenges for local residents such as noise, traffic congestion and environmental impacts. We do our best to address these challenges while ensuring the viability of port businesses. Ultimately, our intent is that the benefits for those living and working in this region alongside a successful and growing port far outweigh the impacts.



Objectives & Policy Directions

4.1 Generate sustainable local and national economic benefits through the use and development of port lands and waters.

- 4.1.1 Support creation and expansion of business activities within the port that provide local economic opportunities for Metro Vancouver residents.
- 4.1.2 Explore opportunities for employment and contracting within the port for First Nations whose traditional territories intersect with the port.
- 4.1.3 Encourage industry training initiatives designed to provide necessary skills for workers of businesses operating within the port.
- 4.1.4 Maintain a program where a portion of the Port's net income is invested in the communities in which the Port operates.

4.2 Ensure public recreational opportunities and waterfront access is provided within the Port in a manner compatible with port activities and the protection of fish and wildlife.

- 4.2.1 Support the continuation of park use within the port and explore new opportunities for public waterfront access and views, where such opportunities would not adversely impact port development and operations, introduce safety hazards, or negatively impact fish and wildlife.
- 4.2.2 Collaborate with local communities and First Nations to explore opportunities within publicly accessible port areas to recognize the historic uses of port lands and waters by Aboriginal peoples and early settlers.
- 4.2.3 Manage private recreational dock development in a manner that protects the environment and supports the public use and enjoyment of foreshore and intertidal areas accessible within their communities.

4.3 Seek to minimize the impacts from port operations and development on local communities and First Nations.

- 4.3.1 Ensure potential impacts from new development, such as noise, lighting glare, dust, obstructed views, emissions, traffic congestion and disturbances to archaeological deposits are identified and appropriately minimized and/or mitigated by administering a comprehensive and thorough Project Review Process that solicits and incorporates input from potentially affected communities, First Nations and stakeholders, and requires appropriate actions and monitoring by project proponents.
- 4.3.2 Work with port businesses to develop and implement effective and appropriate solutions for minimizing impacts from their on-going operations on adjacent communities and First Nations.
- 4.3.3 Develop guidelines based on best practices to assist in identifying and responding to the presence of archaeological sites and deposits.
- 4.3.4 Consider applicable plans of municipalities, First Nations and other agencies when developing Port plans and strategies.

Goal 5

Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters.

CONTEXT STATEMENT

Port Metro Vancouver values working with our neighbouring communities to identify shared interests and to respond to concerns about port operations and development. We engage with communities in a variety of ways – through liaison groups and at community events, by supporting the outreach efforts of port industry partners, by building solid relationships with local governments and First Nations, and by investing in community amenities. The Port's Project Review Process provides a variety of opportunities for public notification and consultation tailored to the scope and level of interest in proposed developments. We seek to address issues that arise regarding on-going port operations and proposed developments in a manner that is proactive, reasonable and consistent. In a rapidly growing region where urban and port development are in close proximity, the need for strong communication and engagement processes will only continue to grow. Port Metro Vancouver is committed to a process of continual improvement in how and when it engages communities and stakeholders in the growth and development of our port.



Objective & Policy Directions

5.1 Provide a relevant range of opportunities for communication, consultation and engagement that reflects the scale, scope, impacts and community interest in the use and development of port lands and waters.

- 5.1.1 Provide current and accessible information on significant development proposals, and work towards a system that makes publicly available all development proposals under review.
- 5.1.2 Periodically review the Project Review Process to ensure it provides appropriate opportunities for consultation and engagement with interested parties.
- 5.1.3 Consult with First Nations through the Port's Project Review Process on development activities that have the potential to adversely impact Aboriginal or treaty rights.
- 5.1.4 Upon acquiring new lands, undertake a consultation process to solicit input from interested and affected parties on any potential change of the land use designation applicable to those lands as part of a process to amend the Land Use Plan.
- 5.1.5 Explore opportunities for establishing agreements with other agencies to guide collaboration and engagement on matters of shared interest related to the use and development of port lands and waters.



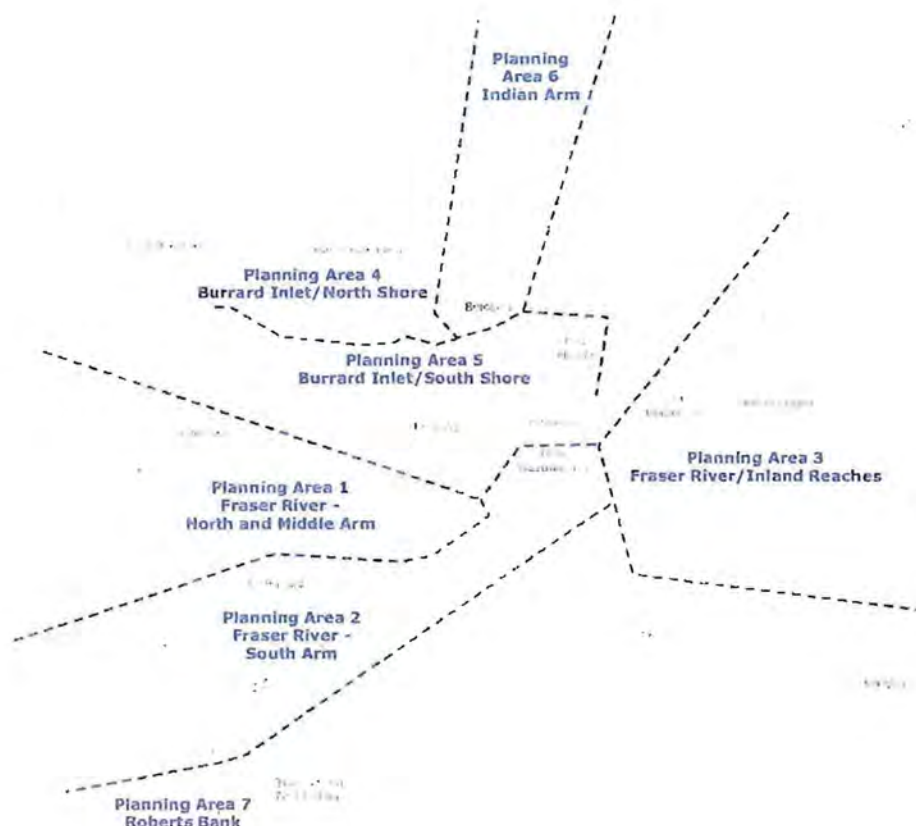
Planning Areas

Port Metro Vancouver's jurisdiction, which covers over 600 km of shoreline, has been organized into seven specific planning areas for ease of reference. The following section describes the location, physical characteristics, current use, and future challenges and opportunities within each planning area.

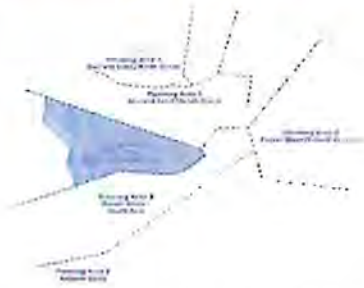
- Planning Area 1: Fraser River - North and Middle Arm
- Planning Area 2: Fraser River - South Arm
- Planning Area 3: Fraser River - Inland Reaches
- Planning Area 4: Burrard Inlet - North Shore
- Planning Area 5: Burrard Inlet - South Shore
- Planning Area 6: Indian Arm
- Planning Area 7: Roberts Bank



For detailed maps, refer to
Draft Designation Maps
document at
<http://tinyurl.com/n4jt2e5>



Planning Area 1: Fraser River - North and Middle Arm



The North and Middle Arms of the Fraser River extend from the North Arm Jetty and Sturgeon Bank to the end of Poplar Island. The area borders The University of British Columbia, Vancouver International Airport, the municipalities of Vancouver, Richmond, Burnaby and New Westminster, and the reserve lands of the Musqueam Indian Band.

The North and Middle Arm of the Fraser River consist of domestic and local navigation channels, which are relatively shallow in depth. Currently, the area is primarily used for log storage, industrial, commercial, conservation and recreational uses.

Future port-related uses in this area will likely continue to include a mix of existing uses with moderate growth expected. One of the external challenges facing this planning area include the conversion of existing industrial uplands to residential or other non-industrial uses, further limiting the stock of industrial lands in the area.

Planning Area 2: Fraser River - South Arm



The Fraser River South Arm extends from Sand Heads to west of the Port Mann Bridge and is the main area of port activity on the Fraser River. The area borders the municipalities of Richmond, Delta, Surrey, New Westminster, and Coquitlam. A portion of the South Arm is within the Provincial Head-Lease Area, which consists of Provincial lands and waters managed by Port Metro Vancouver.

The South Arm of the Fraser River is considered a deep-sea shipping channel, with facilities designed to accommodate deep-sea and short-sea shipping. This includes three deep-sea terminals: Fraser Wharves in Richmond and Fraser Surrey Docks in Surrey, both of which handle a variety of bulk and break bulk products; and WWL in New Westminster, which specializes in automobiles. The Richmond Logistics Hub also provides important warehousing and intermodal capabilities for the area and the port in general. In 2012, approximately 27 million metric tonnes of cargo moved through the South Arm.

In addition, there is a wide variety of port-related industrial and commercial uses such as ship repair, ship building, marinas, fuelling facilities, log storage and river-related commercial activities. Conservation and recreation uses also exist throughout this area.

This area will continue to be the main hub of shipping and goods movement in the Fraser River, with anticipated intensification of use and growth in all sectors including bulk, break bulk, liquid bulk and other commodities.

There will also be additional pressures from non-port-owned industrial lands for water access, particularly as industrial lands in other areas of the Port become more limited.

Like other areas of the Port, the South Arm of the Fraser River is also facing the continued conversion of existing industrial uplands to residential and other non-industrial uses by neighbouring municipalities. This may create the potential to increase conflicts between port-related and non-industrial uses in the community. Mitigation measures to lessen impacts will need to be considered by municipalities, proponents and PMV when looking at port-related and non-port related developments in these areas.



Planning Area 3: Fraser River - Inland Reaches

The Fraser River Inland Reaches extends east from the Port Mann Bridge to Pitt River and Kanaka Creek in Maple Ridge. The area borders the municipalities of Port Coquitlam, Pitt Meadows, Surrey, Township of Langley and Maple Ridge, and the reserve lands of the Katzie First Nation and the Kwikwetlem First Nation.



The Inland Reaches of the Fraser River consist of domestic and local navigation channels, which are relatively shallow in depth. Currently, the area is primarily used for log storage, industrial, commercial, conservation and recreational uses. Future port-related uses in this area will likely continue to include a mix of existing uses. Continued conversion of existing industrial uplands to residential or other non-industrial uses is expected, further limiting the stock of industrial lands in the area.

Planning Area 4: Burrard Inlet North Shore



The North Shore spans from Ambleside Park in West Vancouver to Cates Park in the District of North Vancouver. The North Shore Planning Area in the Burrard Inlet borders the District of West Vancouver, the City of North Vancouver, the District of North Vancouver and reserve lands of the Squamish Nation and Tsleil-Waututh Nation.

The North Shore consists of a deep-sea shipping channel and is one of the major trading areas in Port Metro Vancouver. In 2012, the North Shore handled over 22 per cent of all cargo volume through Port Metro Vancouver, and remains an integral connection for Canadian exports to overseas markets. It is a critical export gateway to the Asia-Pacific region and supports export-based industries, including agriculture, forestry, mining and manufacturing in BC, throughout western Canada, and across Canada as a whole.

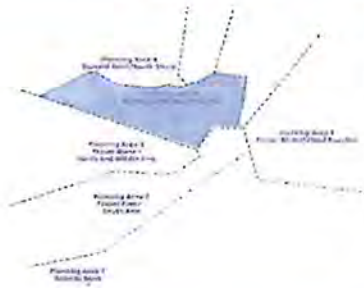
Major terminals and industrial activities in this area include Richardson International, Cargill, Neptune, Lynnterm, Univar Canada, Canexus, Kinder Morgan and Seaspam, moving containers, dry bulk, liquid bulk and break-bulk products. There are also some industrial and commercial uses, as well as conservation and recreation activities in the area. This area is also a main rail line for Canadian Pacific Railway (CPR) and Canadian National Railway (CN).

It is anticipated that there will be continued growth of port-related uses in all commodity sectors on the North Shore, particularly in dry, liquid and break bulk activities. Further intensification of port-related industrial uses on existing sites is likely, particularly as industrial lands in other areas of the Port become more limited and more industrial lands in the area are converted to residential and non-industrial uses by adjacent municipalities.

Due to the close proximity of residential areas to port-related activities, and the continued conversion of industrial lands to non-industrial uses in this area, there is a potential for conflicts between port-related and non-industrial uses in the community to increase. Mitigation measures to lessen impacts will need to be considered by municipalities, proponents and PMV when looking at port-related and non-port related developments in these areas.

Current and future investments in rail and road infrastructure, such as Low Level Road, are expected to improve access, throughput capacity and efficiencies while lessening impacts from rail noise and traffic generated by port-related activities in the community.

Planning Area 5: Burrard Inlet South Shore



Spanning from Stanley Park in Vancouver to Port Moody Arm in Port Moody, the South Shore Planning Area borders the municipalities of Vancouver, Burnaby, Port Moody, and the reserve lands of the Squamish Nation. It also includes the sub-area plan of the East Vancouver Port Lands (EVPL), which borders Victoria Drive to Council Road north of McGill Street in Vancouver, and which has specific policies related to port development in the area.

The South Shore consists of a deep-sea shipping channel and is one of the major trading areas in Port Metro Vancouver. In 2012, the area



handled approximately 30 million metric tonnes of cargo and over 666,000 cruise passengers. Major terminals along the South Shore include Canada Place, Centerm, Vanterm, Ballantyne Cruise Terminal, Cascadia, Stanovan, Shellburn, Westridge, Burrard Products Terminal, Pacific Coast Terminals and Kinder Morgan, moving cruise passengers, containers and dry, liquid and break bulk materials. The area is also connected to the main Canadian Pacific Railway (CPR) corridor and regional truck routes to the rest of Canada. The South Shore includes industrial and commercial activities, and a number of conservation and recreational uses and waterfront parks.

It is anticipated that there will be continued growth of port-related uses in all commodity sectors on the South Shore, particularly in container, dry bulk and liquid bulk activities and industrial uses. Further intensification of port-related industrial uses on existing sites is likely, particularly as industrial lands in other areas of the Port become more limited and more industrial lands in the area are converted to residential and non-industrial uses by adjacent municipalities.

Due to the close proximity of residential and commercial areas to port land, there is ongoing potential for conflicts between port-related and non-industrial uses. Mitigation measures to lessen impacts will need to be considered by municipalities, proponents and PMV when looking at port-related and non-port related developments in these areas.

Current and future investments in rail and road infrastructure, such as the South Shore Corridor Project and other improvement projects, are expected to improve efficiencies and lessen impacts from rail noise and traffic generated by port-related activities in the community.

Planning Area 6: Indian Arm



Indian Arm is a natural fjord characterized by deep water, steep slopes and undeveloped upland forests. The Indian Arm Planning Area borders Belcarra, the District of North Vancouver, Electoral Area A, provincial park lands and the reserve lands of the Tsleil-Waututh Nation.

A majority of the upland area in Indian Arm consists of Cates Park, Say Nuth Khaw Yum / Indian Arm Provincial Park and Belcarra Regional Park. Existing uses include residential moorage facilities, marinas, and public wharves. Future port-related uses in this area will likely continue to be limited, mainly consisting of a mix of commercial, recreational and conservation uses.

Planning Area 7: Roberts Bank



The Roberts Bank Planning Area extends into the Strait of Georgia from the foreshore of Delta and the Tsawwassen First Nations lands. Port facilities in this area consist of a 105 hectare man-made land mass and causeway built by the federal government in the 1970s and expanded in the 1980s.

Roberts Bank is one of the main trading areas of Port Metro Vancouver, consisting of the Port's largest bulk facility, Westshore Terminals and the Port's largest container terminal, Deltaport. In 2012, over 38 million metric tonnes of container and bulk cargo flowed through Roberts Bank. It is served by a rail and road system that connects to major regional, national and United States highway systems.

The Roberts Bank Planning Area is anticipated to undergo significant growth over the next 10 years as part of PMV's Container Capacity Improvement Program, a long-term strategy to meet anticipated growth in container capacity demand. This includes investments into many road and rail improvement projects, as well as the Roberts Bank Terminal 2 project, which will expand the existing Deltaport container terminal. Further intensification of port-related activities and uses will also likely to continue at the existing site. The Roberts Bank Rail corridor upgrades will also improve efficiency while decreasing congestion and other community impacts.

Draft Designations



For complete maps, refer to the Draft Designation Maps document at <http://tinyurl.com/n4jt2e5>

CONTEXT

Since 2008, Port Metro Vancouver's existing Land Use Plan has been a consolidation of three land use plans from the former Vancouver Port Authority, North Fraser Port Authority and the Fraser Port Authority. Each plan had its own set of designations, definitions and policies which were developed over many years and which are now in need of an update. One of the main objectives of our current Land Use Plan update is to create a set of land and water use designations that are clear and consistent across the Port's jurisdiction.

Currently, the Port has a mixture of over 15 designations, some of which are based on the Area Designations as established by the Fraser River Estuary Management Plan (FREMP). To create a consistent set of land and water designations, there are now eight draft designations proposed, each with a specific intent and list of uses. Below is the list of the draft designations and their intent.

Draft Designation	Description
Port Terminal	Areas primarily designated for deep-sea and marine terminals which handle a variety of commodities including autos, break-bulk, dry-bulk, liquid bulk, containers and passengers. This includes uses that support shipping, transportation and the handling of goods and passengers.
Industrial	Areas primarily designated for industrial uses in support of port operations and marine support services. This includes uses that support shipping, transportation and the handling of goods.
Commercial	Areas primarily designated for commercial uses related to port or marine support services, tourism related businesses, transportation of passengers, and the handling and storage of goods.
Log Storage & Barge Moorage	Areas primarily designated for log storage and associated activities.
Port Water	Applies to open water and foreshore areas adjacent to Port and non-Port lands primarily for shipping and navigation.
Recreation	Areas primarily designated for public recreational use.
Conservation	Areas primarily designated for habitat conservation, enhancement, restoration, creation and off-setting, and may be publicly accessible.
Special Study Area	Areas that require additional study, consultation and planning to determine future use

TABLE OF SPECIFIC USES

Below is a table indicating Primary and Ancillary Uses, Secondary Uses and Conditional Uses for each of the 8 draft designations. Please note that the uses listed are not intended to be an exhaustive list. They highlight the common uses that are currently operating in the port. All developments and activities proposed within PMV's jurisdiction are subject to PMV review and approval, and must be consistent with port-related uses permitted under the Canada Marine Act and PMV's Letters Patent.

DEFINITIONS

Primary Use is a use that is considered to be the main and preferred use within a specific designation. Ancillary uses are considered to be supplementary to a primary use and may be permitted if in conjunction with a primary use.

Secondary Uses are related to the primary use permitted within a specific designation. Secondary uses may be permitted without an existing primary use on the site.

Conditional Uses may be permitted subject to specific regulations or policies and/or may be permitted on an interim or temporary basis.

Draft Designations	Primary and Ancillary Use	Secondary Use	Conditional Use
Port Terminal	<ul style="list-style-type: none"> Terminals for autos, bulk, break bulk, liquid bulk, containers, cruise and passengers. Uses related to the shipping, transportation and the handling of goods and passengers. 	<ul style="list-style-type: none"> Intermodal yard Marine support services Warehousing Moorage 	<ul style="list-style-type: none"> Tourism related businesses Public recreation areas
Industrial	<ul style="list-style-type: none"> Intermodal yards Marine support services Warehousing Materials processing Uses related to the shipping, transportation and handling of goods. 		<ul style="list-style-type: none"> Log storage & barge moorage Public recreation areas
Commercial	<ul style="list-style-type: none"> Marinas Float plane terminals Marine support services Warehousing Moorage 		<ul style="list-style-type: none"> Tourism related businesses
Log Storage & Barge Moorage	<ul style="list-style-type: none"> Log storage Booming grounds Barge moorage 		<ul style="list-style-type: none"> Public recreation areas
Port Water	<ul style="list-style-type: none"> Shipping Navigation Anchorage Moorage 		<ul style="list-style-type: none"> Private recreational docks Existing residential uses on PMV foreshore & upland areas Public recreation areas
Recreation	<ul style="list-style-type: none"> Public parks Public recreation areas Public wharves Moorage 		<ul style="list-style-type: none"> Tourism related businesses
Conservation	<ul style="list-style-type: none"> Conservation areas Habitat creation Habitat enhancement Habitat restoration Habitat conservation Habitat off-setting 		<ul style="list-style-type: none"> Log storage & barge moorage Public recreation areas
Special Study Area	<ul style="list-style-type: none"> Existing use 		

SPECIFIC POLICIES ON ALLOWABLE & CONDITIONAL USES

ALLOWABLE USES IN ALL DESIGNATIONS

Allowable uses are generally permitted in all designations, subject to PMV review, approvals and applicable policies.

- **Conservation:** Conservation uses such as the use of lands and water for habitat conservation, restoration, creation, enhancement and offsetting are permitted in all designations where compatible with primary and secondary uses.
- **Parking:** Vehicle or truck parking is permitted in all land-based designations on a permanent or temporary basis, where compatible with primary and secondary uses on the site.
- **Utilities & Telecommunications:** Utilities and telecommunication uses are permitted in all designations where compatible with the primary and secondary uses on the site.

CONDITIONAL USES

Conditional uses are only allowable in specific designations, and may be subject to specific regulations, policies and procedures established by the Port. All conditional uses are subject to PMV review and approvals.

- **Log Storage & Barge Moorage:** Log storage and barge moorage are permitted in Industrial and Conservation designated areas where they are compatible with the primary use of the site.
- **Private Recreational Docks:** Private recreational docks (single or shared) may be permitted in the Port Water designation and in certain locations within PMV's jurisdiction and must be associated with a residential upland use or with the consent of the upland owner/municipality. All private recreational docks will be reviewed on a case-by-case basis and subject to PMV's recreational dock policies and guidelines.
- **Public Recreation Areas & Uses:** Public recreation areas and uses such as public wharves, viewing platforms, trails, and pathways may be permitted in areas where they are considered to be a safe and compatible use with the primary or secondary use of the site.
- **Tourism Related Businesses:** Tourism related businesses such as restaurants, hotels, retail shops, and entertainment services may be permitted in Port Terminal, Commercial and Recreation designated areas and only in specific locations within the Port's jurisdiction in accordance with PMV's Letters Patent, and must be compatible with the primary use of the site.
- **Float Homes:** New or relocated float homes are only permitted in specific areas of the Fraser River, adjacent to existing authorized float homes, and within established maximum numbers.

Overview of Draft Designation Changes

BACKGROUND

This section provides an overview of the draft designation changes that are being considered for land and water areas within the PMV's jurisdiction, and outlines the changes from former legacy port authority designations (legacy designations) to the draft designations. The draft designations provided are a preliminary step in creating a comprehensive land and water designation map set for the Port. In April and May of 2013, we asked key municipal stakeholders, regional, provincial and federal agencies to provide early input into the existing legacy designations and identify any major areas of concern. This first version of the Draft Designation Maps is the result of reviewing key stakeholder recommendations and input from PMV staff.

We consider these draft designation maps a work in progress, and we look forward to additional comments from stakeholders, tenants, customers, and First Nations during the consultation period to assist us in further refining land and water use designations to be incorporated into the Land Use Plan.

This is the first comprehensive review and update of land and water designations to take place within the Port for over a decade. The North Fraser and Fraser River Port Authority Land Use Plans used a mixture of FREMP Area Designations and their own policies in determining land and water uses in the Fraser River. In certain areas, legacy designations were inconsistent with FREMP Area Designations and existing uses were never reflected or updated in those plans. Meanwhile in the Vancouver Port Authority Land Use Plan, a different set of designations were used with different definitions and objectives. There were also some mapping inconsistencies that needed review and correction.

OBJECTIVES

Given the varying mix of designations and inconsistencies that currently exists in the Port due to the amalgamation of three legacy port authority land use plans, the proposed designation changes you see in the Draft Designation Maps are mainly the result of four main objectives:

1. Designations should be consistent throughout the Port's jurisdiction whether it is in the Burrard Inlet or the Fraser River;
2. Designations should be clear and consistent with existing or intended primary uses of a site;
3. Designations should provide flexibility to accommodate existing or intended secondary and conditional uses on a site;
4. Where possible, designations should be compatible with existing upland uses and Fraser River Estuary Management Program (FREMP) Area Designations.

SUMMARY OF DRAFT DESIGNATION CHANGES

General designation changes included:

- **Deleting duplicate categories of designations:** There were a total of 16 legacy designations, which were reduced to eight in order to create one set of defined draft designations.
- **Eliminating overlapping designations:** The legacy land use plans included overlapping designations for some sites. Sites are now assigned a single draft designation, based on their existing or intended primary use.
- **Ensuring consistent designation:** Assigned draft designations that are consistent with existing or intended future uses
- **Ensuring all sites are designated:** All sites were reviewed to determine their primary use or assigned a Special Study Area draft designation.

Vancouver Port Authority Legacy Designations

Legacy Designation	Overview of Changes
Port Marine Land / Port Marine Water	<ul style="list-style-type: none"> • These legacy designations included port terminal and marine industrial uses. • Areas with Port Marine Land or Water legacy designations are now generally assigned the draft designations of Port Terminal or Industrial, to provide further clarity on existing or intended primary uses.
Urban and Mixed Port Land/ Urban and Mixed Port Water	<ul style="list-style-type: none"> • These legacy designations included mixed port and urban land uses. • Areas with Urban and Mixed Port Land and Water legacy designations are now generally assigned the draft designations of Commercial or Industrial to provide further clarity on existing or intended primary uses.
Port Water	<ul style="list-style-type: none"> • This legacy designation applied to open water and foreshore areas. • Areas with Port Water legacy designation are now generally assigned the draft designation of Port Water with similar intended uses.
Park Areas Land / Park Areas Water	<ul style="list-style-type: none"> • These legacy designations applied to parks, plazas and water areas available for public recreation use. • Areas with the Park Areas Land and Water legacy designation are now generally assigned the draft designation of Recreation to capture all intended public recreational uses including park areas.
Conservation Areas Land / Conservation Areas Water	<ul style="list-style-type: none"> • These legacy designations were intended for areas with fisheries or wildlife habitat conservation or enhancement. • Areas with the Conservation legacy designation are now generally assigned the draft designation of Conservation that reflect similar intended uses.

North Fraser and Fraser River Port Authority Legacy Designations

Legacy Designation	Overview of Changes
Port/Terminal	<ul style="list-style-type: none"> These legacy designations applied to areas with good land transportation connection, which were adjacent to sufficient upland space for terminal development. Areas with Port/Terminal legacy designations are now generally assigned the draft designation of Terminal with a defined set of primary, secondary and conditional uses.
Industry	<ul style="list-style-type: none"> This legacy designation referred to areas with operations that required water-borne transportation, surface use of the water and/or use of submerged lands. Areas with Industry legacy designations are now generally assigned the draft designation of Industrial with a similar set of primary uses.
Log Storage and Moorage	<ul style="list-style-type: none"> This legacy designation referred to areas with log storage and barge moorage operations. Areas with the Log Storage and Moorage legacy designations are now generally assigned the draft designation of Log Storage and Barge Moorage with a similar set of primary uses.
Water-Oriented Residential/Commercial	<ul style="list-style-type: none"> This legacy designation was intended for areas designated for residential use (e.g. float homes) and/or for amenities supporting urban/commercial activities on adjacent uplands. Areas with Water-Oriented Residential/Commercial legacy designations are now generally assigned the draft designation of Commercial to reflect the existing or intended primary use (i.e. marinas, marinas for float homes). Float homes are now considered a proposed conditional use subject to specific PMV policies and allowances under PMV's Letters Patent.
Small Craft Moorage	<ul style="list-style-type: none"> This legacy designation was intended for moorage of small crafts. Areas with Small Craft Moorage designation are now generally assigned the draft designation of Port Water that allows individual private recreational moorage.
Recreation/Park	<ul style="list-style-type: none"> This legacy designation was intended for areas adjoining public open space uplands designated for recreational or other park uses. Areas with the Recreation/Park legacy designations are now generally assigned the draft designation of Recreation to capture all intended public recreational uses.
Conservation	<ul style="list-style-type: none"> This legacy designation was intended for areas with log storage and barge moorage operations. Areas with the Conservation legacy designation are now generally assigned the draft designation of Conservation that reflects similar intended uses.
Undetermined	<ul style="list-style-type: none"> This legacy designation did not have an intended primary or secondary use. Areas with the Undetermined legacy designation are now generally assigned draft designations that reflect the existing or intended primary use of the site, or where warranted, assigned the proposed designation of Special Study Area if determined further study and consultation is required to determine the primary use of the site.

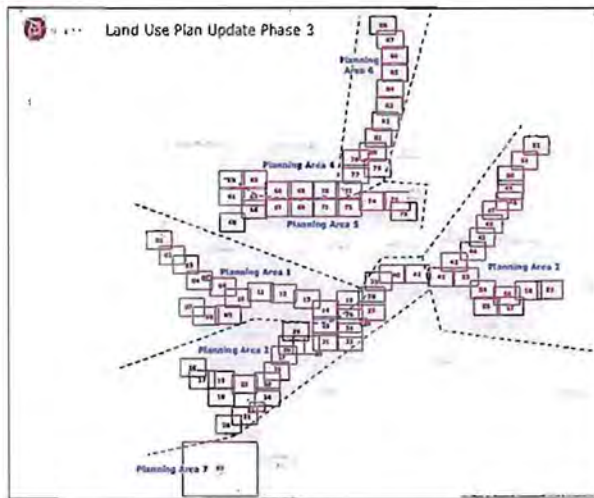
SUMMARY OF DRAFT DESIGNATION CHANGES, BY PLANNING AREA

Planning Area	Overview of Changes
No. 1: Fraser River – North and Middle Arm	<ul style="list-style-type: none"> Changes proposed, mainly consisting of proposed designations that reflect the existing or intended primary uses on a site (proposed designations of Industrial and Log Storage and Barge Moorage, and a lesser extent, Commercial, Recreation and Conservation designations). Addition of proposed Special Study Area designated areas.
No. 2: Fraser River – South Arm	<ul style="list-style-type: none"> Changes proposed, mainly consisting of proposed designations that reflect the existing or intended primary uses on a site (proposed designations of Port Terminal, Industrial and Log Storage and Barge Moorage, Commercial and to a lesser extent, Recreation and Conservation designations). Addition of proposed Terminal and Special Study Area designated areas.
No. 3: Fraser River – Inland Reaches	<ul style="list-style-type: none"> Changes proposed, mainly consisting of proposed designations that reflect the existing or intended primary uses on a site (proposed designations of Industrial and Log Storage and Barge Moorage, and a lesser extent, Commercial, Recreation and Conservation designations).
No. 4: Burrard Inlet – North Shore	<ul style="list-style-type: none"> Minor changes proposed, mainly consisting of proposed Industrial designations to better reflect the existing and intended primary uses on a site.
No. 5: Burrard Inlet South Shore	<ul style="list-style-type: none"> Minor changes proposed, mainly consisting of proposed Commercial designations for existing marinas and float plane terminal and the addition of a proposed Special Study Area designated area.
No. 6: Indian Arm	<ul style="list-style-type: none"> Minor changes proposed, mainly consisting of proposed Commercial and Industrial designations to better reflect the existing and intended primary uses of sites towards the northern part of Indian Arm.
No. 7: Roberts Bank	<ul style="list-style-type: none"> No changes proposed.

Draft Designation Maps

Draft Designation Maps are available for download at:
<http://tinyurl.com/n4jt2e5>

Draft designation maps are available at the link provided above. Please refer to these maps for site-specific draft designations, including a list of changes. The document consists of over 90 pages of 11x17 inch-sized maps. The maps should be used in conjunction with this discussion guide and the feedback forms.



Planning Area 1 - Fraser River North & Middle Arm Proposed Designation DRAFT Changes

Sheet	Change No.	Proposed Redesignation	Existing Designation
1.1	1.1.1	Industrial	Light Industrial
1.1	1.1.2	Commercial	Light Industrial
1.1.1	1.1.3	Commercial	Light Industrial
1.1.1	1.1.4	Commercial	Light Industrial
1.1.1	1.1.5	Commercial	Light Industrial
1.1.1	1.1.6	Commercial	Light Industrial
1.1.1	1.1.7	Commercial	Light Industrial
1.1.1	1.1.8	Commercial	Light Industrial
1.1.1	1.1.9	Commercial	Light Industrial
1.1.1	1.1.10	Commercial	Light Industrial
1.1.1	1.1.11	Commercial	Light Industrial
1.1.1	1.1.12	Commercial	Light Industrial
1.1.1	1.1.13	Commercial	Light Industrial
1.1.1	1.1.14	Commercial	Light Industrial
1.1.1	1.1.15	Commercial	Light Industrial
1.1.1	1.1.16	Commercial	Light Industrial
1.1.1	1.1.17	Commercial	Light Industrial
1.1.1	1.1.18	Commercial	Light Industrial
1.1.1	1.1.19	Commercial	Light Industrial
1.1.1	1.1.20	Commercial	Light Industrial
1.1.1	1.1.21	Commercial	Light Industrial
1.1.1	1.1.22	Commercial	Light Industrial
1.1.1	1.1.23	Commercial	Light Industrial
1.1.1	1.1.24	Commercial	Light Industrial
1.1.1	1.1.25	Commercial	Light Industrial
1.1.1	1.1.26	Commercial	Light Industrial
1.1.1	1.1.27	Commercial	Light Industrial
1.1.1	1.1.28	Commercial	Light Industrial
1.1.1	1.1.29	Commercial	Light Industrial
1.1.1	1.1.30	Commercial	Light Industrial
1.1.1	1.1.31	Commercial	Light Industrial
1.1.1	1.1.32	Commercial	Light Industrial
1.1.1	1.1.33	Commercial	Light Industrial
1.1.1	1.1.34	Commercial	Light Industrial
1.1.1	1.1.35	Commercial	Light Industrial
1.1.1	1.1.36	Commercial	Light Industrial
1.1.1	1.1.37	Commercial	Light Industrial
1.1.1	1.1.38	Commercial	Light Industrial
1.1.1	1.1.39	Commercial	Light Industrial
1.1.1	1.1.40	Commercial	Light Industrial
1.1.1	1.1.41	Commercial	Light Industrial
1.1.1	1.1.42	Commercial	Light Industrial
1.1.1	1.1.43	Commercial	Light Industrial
1.1.1	1.1.44	Commercial	Light Industrial
1.1.1	1.1.45	Commercial	Light Industrial
1.1.1	1.1.46	Commercial	Light Industrial
1.1.1	1.1.47	Commercial	Light Industrial
1.1.1	1.1.48	Commercial	Light Industrial
1.1.1	1.1.49	Commercial	Light Industrial
1.1.1	1.1.50	Commercial	Light Industrial

Glossary of Terms

Area Designation:	An agreement between individual municipalities and member agencies of the Fraser River Estuary Management Plan (FREMP) on foreshore and water uses for specific reaches in the Fraser River estuary.
Break Bulk Cargo:	Generalized cargo that is not containerized but are bundled. Typical break bulk cargos include goods such as lumber, steel, pulp and machinery.
Bulk Cargo:	Unpackaged goods shipped in bulk carriers.
Canada Marine Act:	The Federal legislation introduced to make the system of Canadian ports competitive, efficient and commercially oriented by providing for the establishment of port authorities and the divestiture of certain harbours and ports.
Dry Bulk Cargo:	Dry cargo that is poured or placed into ships in bulk, such as grain, sulphur, coal and minerals.
Environmental Stewardship:	Working to promote sustainable practices and contribute to the overall ecological health of the region.
Foreshore Area:	Those lands located between the ordinary or mean high water mark and the ordinary or mean low water mark.
FREMP:	Fraser River Estuary Management Program. The program office was closed on March 31, 2013 due to changes in the mandates of partner organizations.
Gateway:	Gateways are points of entry into major trading regions. Corridors such as the North Fraser connect gateways as directly and efficiently as possible.
Intermodal:	The shipment of cargo by means of multiple interconnected methods including rail, water, air and road.
Jurisdiction:	A defined area which a government or its agent is empowered to administer and regulate.
Land Use Plan:	PMV's vision and policies for the growth and development of lands and waters under its jurisdiction over the next 10 - 15 years.
Letters Patent:	The letters patent establishing PMV describe the navigable waters that are within the Port Authority's jurisdiction; the federal property under the management of the Port Authority; and the real property other than federal real property, held or occupied by the Port Authority. The letters patent also outline the activities of the Port Authority and possible subsidiaries.
Liquid Bulk:	Cargo Liquid cargo that is poured or pumped into ships such as crude petroleum, refined petroleum, edible oils and petrochemicals.
Marine Support Services:	Marine related works such as ship-building, ship repair and fabrication, marine services and supplies.
Moorage:	A place where marine vessels such as vessels or barges can anchor or tie up.
Navigation:	In the context of this plan, responsibility for navigation refers to the Port Authority's responsibility to ensure the effective and efficient movement of vessels within its jurisdiction.
Planning Areas:	Geographical division of land/water that falls within PMV's authority.
PMV:	Port Metro Vancouver

Port 2050:	Strategic visioning process to help guide future business priorities, shape new initiatives and ultimately transform every aspect of Port Metro Vancouver's operations.
Project Review Process:	Port Metro Vancouver's process for reviewing land use and development proposals within its jurisdiction.
Throughput:	The movement of cargo and passengers through a marine terminal over a given period of time.
Upland:	Land above the high-water mark, adjacent to PMV land or water.
VFPA:	Vancouver Fraser Port Authority - Legal name of the Port Authority resulting from the combination of the Fraser River Port Authority, North Fraser Port Authority and Vancouver Port Authority in 2008. VFPA operates as Port Metro Vancouver.
Water Lot:	A property that is wholly or partially covered by water.



PORT METRO
vancouver

Land Use Plan Update Phase 2 Consultation Summary Report

March 2013 (Updated May 2013 to include First Nation
consultation activities and feedback)



Table of Contents

1. Phase 2 Consultation Overview	2
1.1 Introduction	2
1.2 Phase 2 Stakeholder Workshops	4
1.3 Open Houses	5
1.4 Social Media	6
1.5 Feedback Forms	7
2. Phase 2 Consultation Summary	9
2.1 Goal 1	9
2.2 Goal 2	10
2.3 Goal 3	11
2.4 Goal 4	12

1. Phase 2 Consultation Overview

1.1 INTRODUCTION

The Canada Marine Act requires every Canadian port authority to have a land use plan that contains objectives and policies for the physical development of the property it manages. Port Metro Vancouver's (PMV's) current Land Use Plan is a compilation of three separate plans from each of the region's former port authorities that amalgamated in 2008 to form Port Metro Vancouver.

In January 2012, Port Metro Vancouver began a two-year, four-phase process to update its Land Use Plan. The new Plan has the following objectives:

- Guide the physical development of the Port;
- Provide direction to PMV staff when reviewing development proposals;
- Assist tenants and customers in identifying areas to locate or expand their operations and investments;
- Facilitate coordination of land use and transportation planning with external agencies;
- Provide neighbouring residents with greater clarity about activities and uses that may occur on PMV lands; and
- Communicate PMV's intentions of growing in an environmentally, economically and socially responsible manner.



Although the *Canada Marine Act* requires only one public open house as part of the land use planning process, Port Metro Vancouver has chosen to extensively involve the community, First Nations, and stakeholders in order to create a more thoughtful and inclusive plan. As of December 2012, the Port had organized eight stakeholder workshops, three First Nations workshops and six public open houses, plus many more separate meetings with individual agencies and stakeholders. More events will be taking place in 2013.

In the first phase of the process, between January and July 2012, PMV sought input from stakeholders, customers, First Nations, and members of the public to share information and identify topics that mattered most as we moved forward in updating the plan. This information was then combined in Phase 2 with further research into best practices to develop draft goals, objectives and policy directions which would guide the development of the Port. Phase 2 of the process ran between August and November 2012, with First Nations consultation continuing until early 2013.

During the Phase 2 consultations, Port Metro Vancouver went back to stakeholders, First Nations and the community to get feedback on the draft goals, objectives, and policy directions. Activities in this phase included:

- three stakeholder workshops
- First Nations engagement
- three public open houses
- an online/paper feedback form
- PortTalk, an online engagement forum
- additional written submissions and comments, as received

The following report outlines the consultation process followed during Phase 2 of Port Metro Vancouver's Land Use Plan process, and summarizes the input gathered for the draft goals, objectives and policy directions. Discussions during the workshops, meetings with First Nations, open houses, and input from the feedback forms have been collated in order to highlight common, cross-cutting themes.

The Appendix contains the transcribed flip chart notes from the workshop, the complete quantitative and qualitative results of the feedback form, and the open house display boards. Submissions received from agencies have also been included in the Appendix and incorporated into the following summary.

1.2 PHASE 2 STAKEHOLDER WORKSHOPS

Three stakeholder workshops were held in Phase 2. The objectives of the workshops were to:

- Report on activities and input received to date from Phase 1
- Present and gather feedback on draft goals, objectives and policy directions
- Describe next steps in Land Use Plan process

All workshops followed the same format. They started with presentations on the Land Use Plan objectives, process and findings to date, followed by a review of the draft goals, objectives and policy directions. Participants then had two opportunities to take part in detailed break-out discussions on two of the draft goal areas. Those who wished to discuss all four goal areas were invited to attend a second workshop.

Participants were also encouraged to provide more detailed feedback on the draft goals, objectives and policy directions through the feedback forms, which were sent out online and in hard copy. For the purpose of this summary, comments on specific policy directions were reviewed in conjunction with the comments made on policy directions in the feedback form. The workshops adhered to the following agenda:

9:00 am	Welcome
9:05 am	Introductory presentation
9:20 am	Draft goals and objectives
9:30 am	Introduction to small table discussions
9:40 am	Small table discussion – Session 1
10:20 am	Small table discussion – Session 2
11:10 am	Plenary: Reports from tables
11:40 am	Complete and submit feedback forms

The workshops were held at the following times and locations:

- October 24, 2012, 9 – 12 pm
Delta Town and Country Inn
- October 30, 2012, 9 – 12 pm
Old Mill Boathouse, Port Moody
- November 6, 2012, 9 – 12 pm
BCIT Downtown Campus, Vancouver



Workshop Participation

A total of 119 stakeholders attended the three workshops, representing the following 84 organizations:

- ADESA Vancouver
- Against Port Expansion
- Ashcroft Terminal
- Boundary Bay Conservation Coalition
- BC Ministry of Agriculture
- BC Ministry of Environment
- BC Ministry of Transportation and Infrastructure
- BC Nature
- Berezan Management (BC) Ltd.
- BIEAP-FREMP
- BNSF Railway
- Burke Mountain Naturalists
- Burrard Inlet Marine Enhancement Society
- Burrard Yacht Club
- Burrardview Community Association
- Canadian Marine Environment Protection Society/Marine Life Sanctuaries Society
- Canpotex
- Catalyst Pulp and Paper Sales Inc.
- CBRE Limited
- City of Burnaby
- City of Coquitlam
- City of New Westminster
- City of Pitt Meadows
- City of Port Moody
- City of Richmond
- City of Surrey
- City of Vancouver
- City Transfer
- CN
- Corporation of Delta
- David Suzuki Foundation
- Delta Chamber of Commerce
- Delta Farmers' Institute
- Delta Port Committee
- Delta South Constituency Office
- District of North Vancouver
- Emerson Real Estate Group
- Eric Vance & Associates
- Fisheries and Oceans Canada
- Forrest Marine Ltd.
- FortisBC
- Fraser River Pile & Dredge
- Fraser Surrey Docks
- Georgia Strait
- Georgia Strait Alliance
- Greater Vancouver Gateway Council
- Hapag-Lloyd
- Hemmera
- High Water Ventures Ltd.
- Hwlitsum First Nation
- ILWU Canada
- Kingfisher Docks & Boats Inc.
- Lafarge Canada Inc.
- Metro Vancouver
- Mill & Timber
- MLA, Port Moody - Coquitlam
- Nature Vancouver
- Neptune Terminals
- North Shore Waterfront Liaison Committee
- Pacific Coast Marina Ltd
- Pacific Salmon Foundation
- Pacific Wildlife Foundation
- Rabbit River Farms
- Reed Point Marina
- Residential Waterlot Leaseholders Association
- Richmond Chamber of Commerce
- Scotiabank
- South Fraser Action Network
- Shato Holdings
- Southern Railway of BC
- Teck Resources
- Trans Mountain Expansion Project
- TransLink
- Transport Canada
- TSI Terminal Systems Inc.
- Univar Canada
- Vancouver Pile Driving
- Variety Marine Services Ltd.
- West Coast Reduction Ltd.
- Western Stevedoring
- Wharf St. Committee

1.3 OPEN HOUSES

Three public open houses were held for the general public, following the completion of the stakeholder workshops. At these events, community members were invited to review the draft goals, objectives and policy directions, engage with PMV planning staff about these materials, and fill in the feedback form.

The open houses were held at the following times and locations:

- Thursday November 15, 2012, 4 – 7 pm
Brighthouse Elementary School, Richmond
- Saturday November 17, 2012, 1 – 4 pm
Coast Tsawwassen Inn, Delta
- Tuesday November 20, 2012, 4 – 7 pm
John Braithwaite Community Centre, North Vancouver

The events were advertised in the following newspapers:

- Vancouver Sun: Tuesday November 6, 2012
- Delta Optimist: Wednesday November 7, 2012
- North Shore News: Friday November 9, 2012
- Richmond Review: Friday November 9, 2012
- New Westminster: Friday November 9, 2012
- Vancouver Courier: Friday November 9, 2012
- Tri City News: Friday November 9, 2012
- Burnaby Now: Friday November 9, 2012

The open houses were also advertised by email, Twitter, PortTalk, and the PMV website.

Feedback from the open houses was generally in the form of notes taken by Port Metro Vancouver staff based on conversations with attendees, as well as the feedback forms. The results have been incorporated into the following summary.

Participants were invited to fill in feedback forms on the proposed materials, either online or by completing a survey at the event.



1.4 ENGAGEMENT WITH FIRST NATIONS

Port Metro Vancouver invited Lower Mainland First Nations with asserted traditional territories that intersect the lands and waters managed by the Port to participate in the Land Use Plan Update process.

In Phase 2, Port Metro Vancouver invited First Nations to review the document entitled, "Closing the Loop", which included a report of activities and input received from Phase 1. First Nations were also asked to review draft goals, objectives and policy directions and submit comments to PMV.

To help facilitate First Nations' review of these documents, Port Metro Vancouver offered to meet with First Nations individually in order to present the Land Use Plan objectives, process and findings to date, and the draft goals, objectives and policy directions.

A total of 8 meetings took place with First Nations in Phase 2 between November 2012 and March 2013, and Port Metro Vancouver received written comments from 4 First Nations. Comments provided included specific feedback on the individual goals, objectives and policy directions as well as general comments on the Land Use Plan content and process.

Participants in Phase 2 include: Tsleil-Waututh First Nation, Tsawwassen First Nation, Kwikwetlem First Nation, Qayqayt First Nation, Musqueam Indian Band, Squamish Nation, Tsawwassen First Nation, and the Cowichan Nation Alliance.

1.5 SOCIAL MEDIA

PortTalk.ca

Port Metro Vancouver launched the Land Use Plan on PortTalk.ca in Phase 2. PortTalk is the Port's new online engagement platform, which provides a convenient way for people to find information and provide feedback on active Port-led consultations.

PortTalk provided opportunities for online Q&A and encouraged viewers to fill in the feedback form. It also advertised all workshops and open houses, as well as provided access to resource materials.

Twitter

PMV actively promoted the Land Use Plan feedback form, stakeholder workshops and open houses on Twitter. Twenty-two tweets on the Land Use Plan were posted by PMV between October 30 and November 30, 2012.

1.6 FEEDBACK FORMS

In order to obtain specific input and gauge the community's level of agreement on draft goals, objectives, and policy directions, Port Metro Vancouver invited all stakeholders and community members to complete a feedback form on the draft materials. The feedback form was available online from November 6, 2012 to November 30, 2012. Feedback forms were also distributed at stakeholder workshops and during open houses as a primary vehicle for getting input on Phase 2 materials.

The feedback forms asked respondents to rank, on a scale from 1 to 5 (1 = strongly oppose; 5 = strongly support), the level to which they supported each goal, objective and

policy direction. They also provided space for respondents to provide comments or suggested revisions.

122 individuals began and 77 completed the feedback forms, resulting in a completion rate of 63%. The complete results of the feedback forms can be found in the Appendix, although the overall summary of results has been incorporated into the following section of this document. Respondents identified themselves in the following groups (not all respondents chose to answer this question):

	Number
Community Association or Port Liaison Committee representative	11
Environmental, community, or special interest group	16
Federal government or agency representative	0
First Nations representative	1
Industry or business association member	10
Interested community member	29
Municipal government representative	10
Provincial government or agency representative	2
Tenant and/or customer	22

When asked which land use plan events they had attended, respondents indicated that they had attended the following events. Note that because not all workshop attendees completed a feedback form, the numbers in the following table are lower than the figures for event attendance.

	Number
Stakeholder Workshop – October 24, 2012 – Delta	14
Stakeholder Workshop – October 30, 2012 – Port Moody	15
Stakeholder Workshop – November 6, 2012 – Vancouver	16
Open House – November 15, 2012	5
Open House – November 17, 2012	1
Open House – November 20, 2012	6
I did not attend any events	24

2. Phase 2 Consultation Summary

The following is a summary of comments received from stakeholders, First Nations, and the public on the draft goals, objectives and policy directions as part of Phase 2 of Port Metro Vancouver's Land Use Plan update process.

2.1 GOAL 1

The Port facilitates expected growth in Canada's trade while preparing for anticipated transitions in the global economy.

The question of growth and future planning received a great deal of attention, and was in fact a polarizing topic for many participants. While everyone agreed that planning for the future was important, the specifics of what that future should be, and how PMV should facilitate it, was much debated. Some felt that Port Metro Vancouver should anticipate the business needs of industry to create a more stable and secure economy, while others questioned PMV's growth projections and argued that growth needed to be reduced or stopped to ensure that social and environmental interests are not compromised.

Participants felt that it was important to balance competing interests, and nowhere was this more evident than in the discussions around preserving industrial land and protecting agricultural land. Although industrial land – especially the kind which can be used for port activity – is in short supply, participants were concerned that PMV was not being specific about the type of land which it might acquire to support port growth and activity. Agricultural land was seen by many as being threatened by port expansion. A frequently voiced perspective was that agricultural lands should not be used for port expansion.

Participants also felt that the Port should focus on efficiency by making best use of what is already available, intensifying operations within existing port lands, and ensuring that uses and facilities are complementary. Within this goal, Objective 1.2, "Optimize the use of existing port lands and waters," received the most support, as many felt that promoting more efficient use of existing port lands should be the priority. Creating hubs for similar activities and upgrading infrastructure were common suggestions. Rail infrastructure was seen as particularly important. Some participants recommended that the Port explore potential options to utilize lands and facilities off the waterfront or outside its jurisdiction to support port activity and reduce the need for the Port to acquire new land. First Nations felt that all proposed new port developments need to be complementary to existing use of land and water, including for traditional activities.

However, some participants felt that the word "optimize" needed to be expanded and clarified, as its implications were somewhat unclear. Some were also concerned about the effects of intensification on the surrounding community and the environment.

Objective 1.3, "Ensure the availability of suitable lands within the region for future port-related use," received a mixed reaction, with a roughly even split between respondents who were in support and respondents who were opposed. Most of the concerns centered on the impact of port expansion on the environment, local communities, and the supply of agricultural land. Concern was also expressed that the Port would develop and act on its plans without regard for municipal, regional, or First Nation plans.

Objective 1.4, "Lead the port community in responding to economic trends and opportunities that will affect the growth and development of the Port," and most of its associated policy directions, were generally supported.

Policy 1.1.3, "Collaborate with local, regional and provincial governments to improve the compatibility of port and adjacent land uses across jurisdictional boundaries," was well received. However, respondents wanted more clarity on exactly who PMV would collaborate with and how it would be done. There was also a call for more genuine collaboration and engagement with the community. Greater clarity was needed on the level of coordination already in place and on how the Port will interact with local, provincial, and federal agencies in the future.

2.2 GOAL 2

The Port is a leader in ensuring the safe and efficient movement of port-related trade and passengers throughout the region.

Stakeholders felt that it was important to support the supply chain by creating the necessary infrastructure and continuing to coordinate effectively with other agencies. They supported strong safety standards, including emergency planning and spill response at terminals and in the harbour.

Balancing competing interests was also a major theme, in terms of balancing the national interest to move goods, weighed against the local interests and community impacts. Participants were concerned that fulfilling this goal would come at the expense of the environment and quality of life. They wanted guarantees that the environment would be well protected against the effects of port operations. Railways were preferred over roads and trucks to handle the growth in goods movement to and from the port.

Collaboration and coordination with other agencies were particularly important in this area, as Port Metro Vancouver has no authority over transportation corridors outside of its jurisdiction. It was noted that the many of the objectives within this goal complemented those of the wider region.

In terms of the goal statement itself, participants felt that more clarity was needed in the definition of the "region" impacted by goods movement as well as the composition of the "passengers" referenced in the goal.

There was general support for Objective 2.1, "Improve operational efficiencies of transportation modes serving the Port." Participants supported initiatives that would reduce truck traffic and promote rail and short-sea shipping. However, some were concerned that efficient goods movement would take place at the expense of wildlife habitat and the environment. It was noted that collaboration would be key to fulfilling this objective, as the Port has limited power over transportation corridors outside of its jurisdiction.

Corresponding policies within 2.1 were well supported, although some participants questioned the increased use of waterways for transport. First Nations were specifically concerned about the potential impacts on fisheries. Most people supported Policy 2.1.5, "Work with customers, stakeholders, First Nations and local communities to identify operational improvements to mitigate noise, congestion, air emissions and other impacts arising from port-related activities." However, First Nations identified the need to implement measures to regulate and enforce water and sediment quality. Overall, respondents felt that these policy directions needed to be more specific and consistent in the Identification of which stakeholders PMV would collaborate with, and how. Respondents also urged using strong, specific targets to help gauge success.

Participants agreed on the importance of enhancing infrastructure, as identified in Objective 2.2, "Protect and enhance transportation corridors and infrastructure critical to moving goods and passengers through the Port," but were concerned about the effect this may have on the environment and local communities. They urged more focus on efficiency and collaboration. Clarity was also needed on the implications of certain words, such as "protect" and "enhance". In addition, participants felt that "passengers" needed to be defined.

Objective 2.3, "Ensure the safe and secure movement of goods and passengers through the Port," was strongly supported. Safety was a high priority for respondents, especially emergency planning, terminal security, and spill response. Some pointed out the effects of goods movement on traffic congestion and road safety in the region, while others noted a desire to monitor the types of commodities that are traded through the region in hopes that it may support safer movement of goods. Within the corresponding policy directions, respondents requested more clarity on what constitutes "best practices" and who is ultimately responsible for emergency response.

2.3 GOAL 3

The Port is a global leader among ports in the environmental stewardship of the lands and waters it manages.

Participants agreed with the overall intent and tone of the environmental goal, objectives and policy directions. However, many felt that they were too open-ended and needed more detail to be impactful. Workshop participants argued that the Port should move from the position of encouraging to requiring environmental best practices which would allow the Port to position itself as a true environmental leader. For example, respondents felt that Objective 3.1, "Contribute to the overall ecological health of the region by reducing impacts from port activities and protecting, maintaining and enhancing ecosystems," should start with "Lead" rather than "Contribute" to the ecological health of the region. Many respondents urged stricter enforcement and monitoring of regulations for port users and tenants. In the feedback forms, Goal 3 gathered a great deal of support. However, comments centered on concern that the Port would not follow through with its implementation. First Nations felt that Policy 3.1.2, "Mitigate potential impacts on habitat quality..." should first prioritize the avoidance of adverse impacts on habitat. They also felt that Policy 3.1.3, "Support the creation, enhancement, and/or restoration of critical fish and wildlife habitat..." should be further defined to the effect that more habitat is added than what was lost.

Many respondents encouraged a more holistic approach to sustainability. They felt that it should be approached through the lenses of ecology, health, and social well-being rather than mitigation of effects. Some argued that mitigation and compensation for adverse effects were not always possible, since the cumulative effects of development could not be accurately measured. Instead, they felt that rather than dividing environment into separate "land" and "water" issues, the preservation of the entire ecosystem should be the main priority. The environmental impact of the specific commodities traded through the Port was a concern for participants, as were the effects of air emissions and dredging.

At the same time, other respondents were worried about the impact that stricter environmental regulations may have on port tenants and operators – they felt that it would have adverse impacts on economic activity and business viability. Stakeholders encouraged

increased collaboration with other levels of government in order to balance competing interests. Comments from First Nations included requests for the Port to work with First Nations to jointly develop environmental policies and initiatives, and provide funding and resourcing support to facilitate meaningful consultation around environmental concerns.

Also, as part of Objective 3.1, one First Nation requested that an additional policy be created aimed at transitioning to closed-containment stockpiles in order to prevent unnecessary environmental impacts.

Objective 3.2, "Reduce air emissions and greenhouse gases and promote energy conservation in port operations and developments," received almost unanimous support. Respondents felt that the Port should take a stronger stance with this objective and set targets that exceed current best practices. First Nations felt that the Port should use its influences to set standards throughout the gateway. Incentives, targets and monitoring were needed for these policies to be successful. Participants also urged PMV to go beyond monitoring and reporting on emissions, as specified in Policy 3.2.3, and focus on reducing emissions.

Objective 3.3, "Improve land and water quality within the Port," was strongly supported. Some participants felt that more detail was needed in Policy 3.3.1 to explain the way that site contamination risks would be managed. Feedback on Policy 3.3.3, "Ensure sediment and soil quality of tenanted sites is maintained or improved from the time a site becomes occupied to the time it becomes vacant," centered on concern about the extent to which a site should be remediated during tenancy/before it is vacated, and to what standards. Some called for stricter leasing or regulatory requirements, while others called for greater consideration of business interests.

Most participants supported Objective 3.4, "Promote sustainable practices in design and construction, operations and administration in the Port," noting that specific standards or targets should be established, such as for green building design, and tenants should be required to meet industry best practices. First Nations questioned how sustainability could be supported at the same time as growth.

2.4 GOAL 4

Port activity and development provides benefits and addresses impacts to local communities and First Nations.

Relationships, collaboration and involvement with communities and First Nations was a key theme during discussions on Goal 4, with many participants arguing that collaboration should be a stand-alone goal rather than a theme woven through all four goals. Greater collaboration between the Port and different levels of government was seen as particularly important, especially in terms of addressing overlapping jurisdictions and mandates. Respondents and comments collected from all forums stressed the need for greater transparency in port processes and development of decision-making.

Comments from First Nations included the need to collaborate with First Nations and local communities in identifying solutions for mitigating impacts and in identifying a transparent consultation process for future port projects.

Other comments from First Nations requested that First Nations be identified separately from local communities and stakeholders as they have constitutionally protected rights. Some First Nations requested a separate goal specifically related to First Nations, and others requested that First Nations received more representation throughout the entire plan.

Feedback focused on impacts to the community arising from port and related activity such as congestion, noise, and pollution. "Cumulative impacts" were a concern, as well as the question of whether such impacts could ever be properly measured or mitigated. First Nations expressed concern about the project-by-project approach to assessing impacts, and instead stated that cumulative impacts of all port-activities should be addressed in the plan. However, some participants recognized the importance of the jobs the Port brings to the local economy, and there was a call for better education and awareness around the economic benefits.

Participants called for stronger links between economic, environmental, and social elements of sustainability, especially around complex issues such as sea level rise, sustainable growth, and the ALR. In addition, they called for strong monitoring and implementation of the policies and objectives, once finalized. Issues which were important to the river community, such as dredging, needed to be better addressed in the plan.

A number of feedback form respondents felt that Goal 4 should be more aspirational and less of a "statement." Suggestions were provided on how to rephrase the goal, using stronger and more decisive language.

Objective 4.1, "Generate local economic benefits through the use and development of port lands and waters," was supported by most respondents. However, there was some concern that implementation would have environmental repercussions, with economic growth taking place at the expense of social and ecological health. Some respondents indicated that they wanted full-cost accounting of the economic benefits of projects to determine whether they truly outweighed the social and environmental impacts. There was also a desire for First Nations and community rights to be more explicitly discussed. Within the policy directions, respondents favoured 4.1.1 for its focus on economic opportunities for the local community, and they also urged PMV to expand the community benefits program, identified in 4.1.4, and elaborate on the economic benefits to First Nations.

There was strong support for Objective 4.2, "Ensure public recreational opportunities and waterfront access are provided within the Port in a manner compatible with port activities." Respondents brought up concerns about conflicting recreational uses, such as private docks impeding public beach access and the needs of recreational vessels. First Nations expressed concern about impacts to the shoreline and sensitive habitats. Policy direction 4.2.3, "Manage private recreational dock development in a manner that supports the public use and enjoyment of foreshore and intertidal areas accessible within their communities," garnered a considerable amount of feedback, as many people felt that private docks were a significant impediment to the public use and enjoyment of the foreshore, and that the proliferation of docks should be addressed. Respondents felt that consultation and engagement should be a key component of Objective 4.3, "Address the Impacts from port operations and development on local communities and First Nations." They emphasized the need for more community input and more transparent and accountable decision-making. First Nations requested greater transparency in the Port's consultation process, and that Aboriginal rights and title should be protected through an additional policy. There was concern about how port expansion would impact the local community, as well as a lack of clarity on how the Port would implement this objective. Some suggested that the word "address" should be changed to "minimize", and that the objective should also include the impacts of port-related operations.

Respondents focused their input on Policy 4.3.5, "When acquiring new lands, commence a consultation process within a reasonable timeframe to solicit input from interested and affected parties on any potential change of use to that land." They felt that more detail was needed to flesh out the policy. They suggested that the Port should communicate and consult about its intention to buy land before it is purchased, and that there should be assurances that feedback would be heard. Others argued that the Port should only acquire new lands as a last resort, while some felt that the Port should not acquire new land at all. As in other sections of the feedback form, many respondents re-iterated that the Port should not use agricultural land to support port growth.

First Nations highlighted the need for a more explicit policy on archaeology that would ensure all appropriate steps and best practices are taken, in accordance with the *Heritage Conservation Act*.

**Excerpts of Port Comments Regarding
Port Land Use Planning And Acquisition.**

1. Purpose

The purpose of this section is to present relevant excerpts from Port Metro Vancouver's planning documents regarding Port land use planning and land acquisition.

2. What is the Port Metro Vancouver Land Use Plan?

The Canada Marine Act requires each Canadian port authority to have a Land Use Plan that contains objectives and policies for the physical development of the property it manages. The Port's current Land Use Plan is a compilation of three separate plans from each of the region's former port authorities that amalgamated in 2008 to form Port Metro Vancouver. In 2011, Port Metro Vancouver completed a strategic visioning initiative called "Port 2050" which contains the following Vision: *To be the most efficient and sustainable Gateway for the customers we serve, benefiting communities locally and across the nation.* The Port's Land Use Plan will help the Port achieve its 2050 Vision and needs for the next 15 to 20 years (e.g., 2028 - 2033).

3. Scope of the Land Use Plan

Port staff advise that the Land Use Plan will attempt to: (1) establish a single unified Port management system for Port land and water designations from the three former port authorities, (2) resolve inconsistencies, (3) reconcile current designations against what is actually on the ground, and (4) identify potential changes. The updated Port Land Use Plan designations are to apply to all lands and waters under the Port's jurisdiction, including the Head Lease areas. The Port advises that municipal land use designations will be key factors in preparing the Port's designations due to the interdependencies of the water with the upland.

4. The Port's Web site "Frequently Asked Questions and Answers Section"

The Port's Web site "Frequently Asked Questions and Answers Section" states the following:

(1) Question: Are you going to consider the future use of agricultural land owned by the Port as part of your land use plan?

- Port Answer: The process to update the Land Use Plan will explore appropriate uses for agricultural lands owned by the Port. The Port respects that agricultural land is an important issue for communities and other regulatory authorities. We invite all those interested in this topic to participate in the process to update our Land Use Plan so we can ensure your views are considered as we develop policies for the use of agricultural land.

(2) Question: What is the Port's position on the region's industrial land supply?

- Port Answer: The retention of a viable industrial land base in the region is critical to a strong local economy. Although the demand for industrial land in our region continues to rise, the supply of such lands is declining as it comes under increasing pressure for redevelopment to other uses that provide a more immediate return on investment. We wish to work with all other jurisdictions having authority over land use in the region to reverse this trend.

(3) Question: Is the Land Use Plan the same as a zoning bylaw? Is it a master plan?

- Port Answer: The Land Use Plan will be less specific than a zoning bylaw. It will identify appropriate types of uses for Port lands and water but it will not include specific development criteria such as the location of buildings or how big lots should be. The Land Use Plan is not the same as a master plan either. Where a master plan may look at the entire operations of a Port, the Land Use Plan will focus primarily on land use and related interests. Rather than designate lands for specific commodities, the Land Use Plan will identify a range of uses that would be appropriate to develop on any given parcel.

5. Port Metro Vancouver's Phase 3 Stakeholder Workshops Discussion Guide

The Phase 3 Stakeholder Workshops Discussion Guide (Attachment 1) comments on the Richmond portions of the Port, as follows:

(1) Planning Area 1: Fraser River - North and Middle Arm

- The North and Middle Arms of the Fraser River extend from the North Arm Jetty and Sturgeon Bank to the end of Poplar Island. The area borders The University of British Columbia, Vancouver International Airport, the municipalities of Vancouver, Richmond, Burnaby and New Westminster, and the reserve lands of the Musqueam Indian Band.
- The North and Middle Arm of the Fraser River consist of domestic and local navigation channels, which are relatively shallow in depth. Currently, the area is primarily used for log storage, industrial, commercial, conservation and recreational uses.

- Challenges: Future port-related uses in this area will likely continue to include a mix of existing uses with moderate growth expected. One of the external challenges facing this planning area include the conversion of existing industrial uplands to residential or other non-industrial uses, further limiting the stock of industrial lands in the area.

(2) Planning Area 2: Fraser River - South Arm

- The Fraser River South Arm extends from Sand Heads to west of the Port Mann Bridge and is the main area of port activity on the Fraser River. The area borders the municipalities of Richmond, Delta, Surrey, New Westminster, and Coquitlam. A portion of the South Arm is within the Provincial Head-Lease Area, which consists of Provincial lands and waters managed by Port Metro Vancouver. The South Arm of the Fraser River is considered a deep-sea shipping channel, with facilities designed to accommodate deep-sea and shortsea shipping. This includes three deep-sea terminals: Fraser Wharves in Richmond and Fraser Surrey Docks in Surrey, both of which handle a variety of bulk and break bulk products; and Wallenius Wilhelmsen Logistics (WWL) in New Westminster, which specializes in automobiles. The Richmond Logistics Hub also provides important warehousing and intermodal capabilities for the area and the port in general. In 2012, approximately 27 million metric tonnes of cargo moved through the South Arm. In addition, there is a wide variety of port-related industrial and commercial uses such as ship repair, ship building, marinas, fuelling facilities, log storage and river-related commercial activities. Conservation and recreation uses also exist throughout this area. This area will continue to be the main hub of shipping and goods movement in the Fraser River, with anticipated intensification of use and growth in all sectors including bulk, break bulk, liquid bulk and other commodities.
- Challenges: There will also be additional pressures from non-port-owned industrial lands for water access, particularly as industrial lands in other areas of the Port become more limited. Like other areas of the Port, the South Arm of the Fraser River is also facing the continued conversion of existing industrial uplands to residential and other non-industrial uses by neighbouring municipalities. This may create the potential to increase conflicts between port-related and non-industrial uses in the community. Mitigation measures to lessen impacts will need to be considered by municipalities, proponents and PMV when looking at port-related and non-port related developments in these areas. Future port-related uses in this area will likely continue to include a mix of existing uses with moderate growth expected. One of the external challenges facing this planning area include the conversion of existing industrial uplands to residential or other non-industrial uses, further limiting the stock of industrial lands in the area.

6. Discussion Guide Policy Directions:

- 1.1 Protect the industrial land base to support port and related activities into the future.
 - 1.1.1 Preserve the lands and waters under the Port's jurisdiction to support current and future port activities.
 - 1.1.2 Collaborate with other land use authorities to protect the region's industrial land base.
 - 1.1.3 Collaborate with local, regional and provincial governments and First Nations to identify opportunities to improve the compatibility of port and adjacent land uses across jurisdictional boundaries.
- 1.2 Optimize the use of existing port lands and waters.
 - 1.2.1 Intensify the use and development of port lands to achieve the highest feasible operational capacities within the existing land base, considering the impacts intensified use may have on adjacent communities, transportation networks and the environment.
 - 1.2.2 Promote the use and development of port lands and waters in a manner that takes advantage of a site's unique physical and geographical attributes in its broader context.
 - 1.2.3 Manage new port development to create synergies and efficiencies between adjacent activities and uses.
- 1.3 Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities.
 - 1.3.1 Consider acquisition of sites to protect their availability for future port use, giving priority to lands that demonstrate ready access to shipping and/or transportation networks and close proximity to existing Port Metro Vancouver holdings.
 - 1.3.2 Consider the creation of new land for future port uses, such as new terminal development and environmental mitigation, when suitable existing lands are not expected to be available.
 - 1.3.3 Develop a coordinated approach to anticipating and responding to property and infrastructure impacts, such as those associated with climate change, including sea level rise and more frequent/extreme flood events.

- Draft Plan policy 4.3.4 states that the Port will "Consider applicable plans of municipalities, First Nations and other agencies when developing Port plans and strategies"
- Draft Plan policy 5.1.4 states "Upon acquiring new lands, undertake a consultation process to solicit input from interested and affected parties on any potential change of the land use designation applicable to those lands as part of a process to amend the Land Use Plan."

Prepared By
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Planning and Development Department
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Peter Xotta
Vice-President, Planning & Operations
Port Metro Vancouver
100 The Pointe, 999 Canada Place
Vancouver, BC V6C 3T4

Dear Mr. Xotta:

Re: Proposed Port Metro Vancouver Land Use Plan and Implications to Richmond

The purpose of this letter is to summarize Richmond's key comments in response to the Proposed Land Use Plan of Port Metro Vancouver (PMV). These comments were previously expressed to PMV staff at the April 16, 2012 Richmond General Purposes Committee meeting, various senior staff meetings between the two agencies over last year and more recently, by Richmond staff at the PMV's Phase 1 Spring 2012 Land Use Plan Stakeholder Workshops and Public Open Houses.

Firstly, we would like to thank you for consulting with Richmond as the PMV updates its Land Use Plan. We understand that the PMV's current Land Use Plan is a compilation of the land use plans of the previous three ports which were amalgamated in 2008 and that this will be the first amalgamated Port Land Use Plan.

As the PMV's Land Use Plan would have significant implications to Richmond, especially in land use and transportation, we reiterate our key issues as outlined below:

1. Intrusion into Agricultural Land

As clearly stated by Council at the Richmond General Purposes Committee and staff, expanding Port facilities into the Provincial Agricultural Land Reserve (ALR), or on City Official Community Plan designated and agriculturally zoned land is of grave concern to the City of Richmond. As such, Richmond strongly opposes any further PMV's property acquisitions similar to the Gilmore Land purchase which may convert agricultural lands to port industrial uses in the future. This agricultural land intrusion is fundamentally contrary to the City's long term land use vision as agricultural lands are limited and necessary for sustainable agricultural food production and security which cannot be replaced. If and when Port expansion in Richmond is necessary, PMV should seriously consider expansion only to other existing industrial zoned lands adjacent to the Fraser Richmond site while preserving the existing adjacent agricultural properties (including the Gilmore Lands) for agricultural purposes.

2. Implications of PMV's Expansion Plan on Richmond's Infrastructure

Richmond requests that PMV continues to work closely with the City regarding its port expansion plans. This is important as the City's land use and transportation plans do not account for the increased Port industrial footprints and related infrastructure. Hence, any gaps in meeting the infrastructural needs, including funding, to support PMV's growth must be jointly identified early on in the planning stages. As PMV is not required to pay Development Cost Charges like other developers and Richmond has limited resources to fund the necessary local infrastructure improvements, this funding issue must be addressed by the Port so the City will not bear the financial burden of the upgrades.

3. PMV's Deltaport Expansion Truck Impact Study

Since February 2012, Richmond has repeatedly requested a copy of the truck impact study undertaken as part of PMV's Deltaport Container Capacity Improvement Program. The findings of this study will provide valuable information to the City in undertaking the future transportation improvements for goods movement in the area of the PMV's properties in Richmond. Information from this study can also be used for the current planning work on the George Massey Tunnel and Steveston Interchange by the Ministry of Transportation and Infrastructure. Please advise when Richmond will be provided with a copy of such study.

4. Continued Coordinated Port and City Planning

Richmond continues to request continued and meaningful consultation into 2013 with the PMV as it prepares its Plan. Through this collaborative process, Richmond would like to explore ideas to achieve mutually acceptable solutions (e.g., recent joint partnership in the Nelson Road Interchange project) to meet our respective land use and transportation objectives. This approach is necessary to avoid unilateral decisions made by one party that may significantly affect the other.

We look forward to your cooperation in addressing the key issues of Richmond as noted above. If you have any questions or wish to discuss this matter further, please contact me at 604-276-4214.

Yours truly,



Joe Erceg, MCIP
General Manager, Planning & Development

pc: Mayor and Councillors
TAG
Brian Jackson, Director, Development Applications
Victor Wei, Director, Transportation
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City of
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0140-20-PMV:11

October 25, 2012

The Honourable Denis Lebel
Minister of Transport, Infrastructure and Communities
House of Commons
Ottawa, Ontario K1A 0A6

Dear Minister Lebel:

Re: Port Metro Vancouver's Land Use Planning & YVR's Proposed Shopping Mall


This is to advise that at its Regular Council meeting held on October 22, 2012, Richmond City Council announced the following resolution:

- (1) *That the Honourable Denis Lebel, Minister of Transport, Infrastructure and Communities be:*
 - (a) *requested to ask the Federal Government to formally intervene to stop Port Metro Vancouver from using ALR land for Port expansion purposes;*
- (2) *That City ask the Province (e.g., BC Minister of Agriculture, Agricultural Land Commission) and Metro Vancouver to support the above intervention in 1(a).*

Richmond City Council is very concerned that Port Metro Vancouver will continue to expand on Agricultural Land Reserve (ALR) lands. These lands are to be protected by the Province of British Columbia and the City of Richmond for long-term agricultural use and not for Port expansion. The Port has already purchased 200 acres of ALR lands north of its current Fraser Richmond site for future Port expansion. Richmond City Council continues to strongly object to this acquisition and wishes that the Port would permanently return the lands to its former agricultural use through a sale to the farming community. Also, there are clear alternatives for Port Metro Vancouver to expand on non-ALR lands. Furthermore, the recent 2040 Metro Vancouver Regional Growth Strategy encourages Port Metro Vancouver to expand within the urban footprint and not on ALR lands, as does the City's proposed 2041 Official Community Plan.

Richmond City Council would appreciate any effort that you could undertake to stop Port Metro Vancouver from utilizing ALR lands for Port expansion.

Yours truly,



Malcolm D. Brodie

Mayor