



PORT of
vancouver

Vancouver Fraser
Port Authority

Land Use Plan

December 8, 2020



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Messages

From the board of directors

From the president and CEO





Judy Rogers

Chair, board of directors

“Even in the face of global volatility and economic downturn, demand for Canadian trade is increasing, and the Vancouver gateway is growing as a result.”

As Canada's largest port, the Port of Vancouver handles nearly as much cargo annually as the next five largest Canadian ports combined, as well as the most diversified range of cargo of any port in North America. Port activity supports 115,000 port and supply-chain jobs across Canada and, of course, is critical to many more jobs in businesses that depend on importing and exporting goods.

Even in the face of global volatility and economic downturn, demand for Canadian trade is increasing, and the Vancouver gateway is growing as a result. In order to meet the demands of this growth, strategic development is essential to ensure the port's capacity to store and move cargo continues to grow, without putting undue strain on neighbouring port communities as a result of increasing goods movement.

As the port authority, it is our job to carefully balance multiple priorities and interests across our jurisdiction. Part of this responsibility means managing—on behalf of all Canadians and in support of national trade—the federal lands and waters that make up the port. Governed by the *Canada Marine Act*, we are required to have a land use plan, which guides the long-term development for all federal lands managed by the port authority.

This newly updated land use plan will guide development decisions for the next 15 to 20 years. Because the Port of Vancouver borders 16 municipalities and intersects the traditional territories and treaty lands of several Coast Salish First Nations, engagement and outreach for the update process was broad and comprehensive.

During the two-phase engagement process, we reached out to municipalities, Indigenous groups, government agencies, environmental organizations, businesses, industries, and members of the public to provide their thoughts on proposed changes and updates to the plan.

I wish to extend my thanks to the many organizations and individuals who participated in the update of this plan, as well as all those who are contributing to the success of the Vancouver gateway and Canada's continued growth and development—now, and well into the future.

Judy Rogers

Chair, board of directors



Robin Silvester

President and CEO

“Our focus is on optimizing the use of existing facilities and building new infrastructure where needed to meet growing demand.”

The Port of Vancouver is a critical economic gateway, connecting Canadian businesses to more than 170 trading nations around the world. As a Canada Port Authority, we aim to make sure the Port of Vancouver is able to continue supporting national trade for years to come, all while protecting the environment and considering local communities.

Trade through the port has been growing steadily for the past decade, in part because of the port's resiliency and the strength of the fundamental trade relationships enabled by the port. The diversity of these trade relationships, and the range of cargo that moves through the port, shields the port and the Canadian economy from individual sector downturns.

But it's not just the port that is experiencing growth: our region is expecting more than one million new residents over the next 30 years. At the same time, we're facing a severe industrial land shortage, and continue to face very high land and real estate prices, along with some of the lowest industrial land availability rates in North America.

For more than a decade, we've been calling for the protection of our region's industrial land. Industrial lands in Metro Vancouver make up just 4% of our land base, but—when accounting for direct, indirect, and induced impacts—actually support over 40% of the region's jobs.

The current inventory of market-ready industrial land in the Lower Mainland is expected to be depleted within the next 10 years. We expect that the inventory of available trade-enabling industrial land suitable for logistics and distribution uses will be depleted even sooner. From a port perspective, we need these lands (and in particular, those lands that are close to major roads and railways) for port-related distribution and logistics activity, including operations like those relating to Canadian Tire, Ikea, Amazon, Walmart, Staples, Toys"R"Us, Dollar Tree, Winners/Marshalls, The Brick, Lululemon, and many other household names. What we're seeing, though, is that local governments are allowing these lands to be converted and rezoned, often to build condos, at an alarming rate.





It is against this backdrop that we work collaboratively with government and industry to fund and deliver infrastructure projects that will support the growth of trade in Canada. In recent years, the port authority has reinvested about 90% of our profits, or about \$80 million per year on average, into infrastructure in the region. These projects also help to reduce the impacts of growing trade on the environment and local communities.

Our focus is on optimizing the use of existing facilities, building new infrastructure where needed to meet growing demand, improving rail and trucking corridors, and constructing marine habitat

to offset the impacts of development. At the same time, we are working more broadly to protect the remaining supply of industrial land, and to acquire suitable industrial land parcels where possible when they become available.

This comprehensive land use plan will guide how we develop the lands and waters within our jurisdiction over the next 15 to 20 years. As we worked on updating the plan, we listened to the diverse perspectives of all who provided input and we strived to balance those perspectives with our mandate to facilitate trade. Our goal has been to plan for future trade needs and respond

to anticipated economic growth while continuing to protect the unique environmental areas and communities that make our region truly spectacular.

We at the Vancouver Fraser Port Authority are grateful to everyone who contributed to the development of our land use plan. Your voice and perspective are critical to helping us create a gateway that will continue to serve not just our region, but our entire country.

Robin Silvester
President and CEO

Introduction

- 1.1 About the Vancouver Fraser Port Authority
- 1.2 History of the port
- 1.3 Port of Vancouver: Canada's largest port
- 1.4 Legislative context
- 1.5 Collaboration



Trade through the Port of Vancouver connects Canadian businesses to markets across the globe and consumers to the goods we use every day. Port activities generate tax revenues and secure employment for local communities. About 90% of the cargo that moves through the Port of Vancouver is for Canadian import and export markets, with the remainder for the United States.

1.1 About the Vancouver Fraser Port Authority

The Vancouver Fraser Port Authority is the federal agency responsible for the stewardship of the lands and waters that make up the Port of Vancouver, Canada's largest port.

Supporting national trade objectives on behalf of all Canadians

As a [Canada Port Authority](#), our mandate is to enable Canada's trade through the Port of Vancouver while protecting the environment and considering local communities. Accountable to the federal minister of transport, Canada Port Authorities manage federal lands and waters in support of national trade objectives for the benefit of all Canadians. We do this by leasing the federal lands that make up the Port of Vancouver, and by providing marine, road, and other infrastructure to support port growth and function.

The port authority is structured as a non-shareholder corporation, is financially self-sufficient and does not rely on tax dollars for operations. Our revenues come from port terminals and tenants who lease port lands, and from port users who pay various fees such as harbour dues. Profits are reinvested in port infrastructure.

Many different enterprises operate at the port. Goods arrive and depart by sea on vessels owned and operated by global shipping companies, facilitated by tugboats, shipyards, shipping agents, and freight forwarders. Terminals are operated and

managed by independent third-party operators. Railways and trucking companies move goods to and from terminals by land.

Canada's trade through the Port of Vancouver has been increasing steadily for a decade, and is forecast to keep growing at about 3.6%* annually, so we're planning for sustainable port growth to ensure Canada remains competitive on the global stage. Sustainable growth means enabling Canada's trade and economic prosperity while ensuring [healthy ecosystems](#) and [thriving communities](#).

* Growth figure is based on forecast done in September 2019.

Our mission

To enable Canada's trade objectives, ensuring safety, environmental protection, and consideration for local communities.

Our vision

For the Port of Vancouver to be the world's most sustainable port.

Our definition of a sustainable port

We believe a sustainable port delivers economic prosperity through trade, maintains a healthy environment, and enables thriving communities through collective accountability, meaningful dialogue, and shared aspirations.



1.2 History of the port

Long before the establishment of the Port of Vancouver, the region has been home to several Coast Salish First Nations and a centre for trade. For more than a century, the port has played a vital role in fostering trade and providing significant employment and economic benefits for the region and the country. The port's potential was recognized in 1864 when the first export cargo of lumber and fence pickets left Moodyville on the north shore of the Vancouver harbour, destined for Australia aboard the *Ellen Lewis*.

With Canada's growing economy and rail operations expanding in the early 1900s, the Government of Canada established three harbour commissions in 1913 that would later evolve into the North Fraser, Fraser River, and Vancouver port authorities. In 2008, these three port authorities were amalgamated, in accordance with the [Canada Marine Act](#), to create the Vancouver Fraser Port Authority.

From 1952 to 2014, the port authority managed a portion of the bed of the Fraser River through a series of leasing agreements with the Province of British Columbia. The province resumed responsibility in 2015, and the port authority maintains navigational control of the river within our jurisdiction.



1946 New Westminster dock

1.3 The Port of Vancouver: Canada's largest port

Located on the southwest coast of British Columbia, the Port of Vancouver extends from Roberts Bank and the Fraser River up to and including Burrard Inlet. Geographically, the Port of Vancouver includes more than 16,000 hectares of water, more than 1,500 hectares of land, and over 350 kilometres of shoreline, and it borders 16 municipalities and intersects the traditional territories and treaty lands of several Coast Salish First Nations.

Home to 29 major terminals, the port is able to handle the most diversified range of cargo in North America: bulk, containers, breakbulk and project cargo, automobiles, and cruise. Deep-sea terminals provide Super Post-Panamax ship capacity and extensive on-dock rail facilities. Facilities on the Fraser River offer integrated services for the automobile and coastal forest industries, and for shortsea shipping. The Canada Place cruise terminal at the Port of Vancouver serves as the homeport for most of the Vancouver-Alaska cruise industry.

Key facts

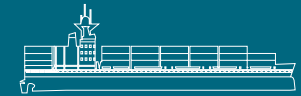
16,000
hectares of water

1,500
hectares of land and over
350 kilometres of shoreline

Bordering

16
municipalities and
intersecting the traditional
territories and treaty lands
of several Coast Salish
First Nations

Business sectors



Container



Automobiles



Cruise



Breakbulk



Bulk

Vancouver Fraser Port Authority jurisdiction

Figure 1

- Vancouver Fraser Port Authority navigational jurisdiction
- Vancouver Fraser Port Authority-managed federal lands and waters
- Major rail lines
- Provincial highways
- Trans-Canada Highway
- Municipalities
- First Nation communities





1.4 Legislative context

In fulfilling our mandate under the [Canada Marine Act](#) and other acts and regulations, the port authority carries out a variety of duties:



Safety and security of all land and waters, in collaboration with other agencies, using technology and land and water patrols



Permitting of projects proposed for the use of federal port lands and waters



Project and environmental reviews under the [Impact Assessment Act](#) for projects on port lands and waters



Planning for the future use and development of port lands and waters, long-term economic forecasting, and development of transportation and strategic plans



Real estate management, including negotiation of all tenant leases, and purchase and sale of holdings



Transportation operations in collaboration with local, provincial, and federal governments, terminal operators, railroads, and shippers to ensure efficient goods movement throughout port lands and waters



Infrastructure development to support growth and efficient operations, including collaboration with government and others on projects beyond port lands



Customer service for port users around the world, such as shipping lines and terminal operators, demonstrating the Port of Vancouver's competitive advantage



Communication and collaboration with port stakeholders, including local, provincial, federal, and international governments, local communities, trade partners, Indigenous groups, and the general public

1.5 Collaboration

Operations and activities at the Port of Vancouver are complex and include many organizations beyond the port authority.

-  **The federal government** sets trade policy and decides what goods and commodities Canada trades.
-  **Independent terminal operators** contract their services to shippers and shipping lines, and manage loading and unloading of cargo through the port terminals.
-  **Shipping lines** own and operate the large commercial vessels that call at the port.
-  **Railways and trucking companies** deliver goods by land to and from the port.
-  **Shippers** such as retailers, resource companies, and freight forwarders contract and pay for the movement of goods.

Our role as a port authority is to ensure goods are moved safely, efficiently, and sustainably. We do this by maintaining and managing growth and development on the land on which terminals are located, managing roadways and rail access throughout the port, and ensuring navigation channels and anchorages are safe and available. This activity is monitored by our 24/7 operations centre and on-water harbour patrol fleet.

Beyond the supply chain, organizations such as the Canadian Coast Guard, Canada Border Services Agency, RCMP, and local police oversee the safety and security of the port. We collaborate with them on emergency response and safety of navigation channels.

The port authority is also responsible for overseeing port development as Canada's trade grows. We do this by building port road and other common-use infrastructure, and by reviewing projects proposed by terminal operators and others through our [project and environmental review process](#). All proposed projects must be compatible with the land use plan and the [Vancouver Fraser Port Authority Letters Patent](#).





While our mandate is to facilitate trade in the best interest of all Canadians, it is important to maintain positive working relationships with our neighbours, who rely on port lands and waters for a wide range of activities.

To prepare for port growth, we are addressing barriers to trade while working to minimize the impacts of goods movement on nearby communities. At the same time, Metro Vancouver is growing and expects to welcome one million new residents by 2050. To accommodate this growth, we are collaborating with government and industry to build overpasses, underpasses, and other road and rail projects across the region. By addressing bottlenecks along transportation corridors, we're able to reduce traffic congestion and carbon emissions, while freeing up new trade capacity for Canadian businesses.

Between 2009 and 2015, approximately \$7.5 billion was invested in the region on transportation infrastructure projects and policy measures, aimed at improving global supply chains between North America and Asia. This was achieved through collaboration with industry and all levels of government, including local municipalities.

Over the past several years, approximately \$2 billion in private investment was made by terminal operators at the Port of Vancouver. Investment in major projects across the port have supported the movement of commodities such as grain, potash, coal, and consumer goods, demonstrating industry's continued confidence in Canada's largest and most diversified port.



\$7.5 billion
invested by all levels of
government and industry



\$2 billion
invested by the
private sector

Purpose of the land use plan

2.1 The plan

2.2 The purpose

The Vancouver Fraser Port Authority Land Use Plan describes our long-term land use policy directions and our commitment to accommodating future trade growth in a socially, environmentally, and economically responsible way. It provides a framework to guide existing and future development of the lands and waters we manage for the next 15 to 20 years.

2.1 The plan includes the following:

- Land and water designations, each with a specific intent and a list of primary and conditional uses
- Goals, objectives, and policy directions to communicate and guide strategic planning and development decisions
- Implementation measures and monitoring to demonstrate the port authority's commitment to acting on the directions established in the plan

2.2 The purpose of our land use plan is to:

- Communicate our long-term land use policy directions
- Guide land use and future growth opportunities
- Help current and future port tenants and customers identify areas in which to invest in new or intensified operations
- Facilitate coordination of land use and transportation planning with neighbouring communities and government agencies
- Provide neighbouring residents and communities with greater clarity about activities and uses that may occur on port lands and waters, and how community interests will be considered
- Provide clarity to Indigenous groups about activities and uses that may occur on port lands and waters adjacent to reserves and within asserted traditional territories, and how Indigenous interests will be considered

Land use and development strategic framework

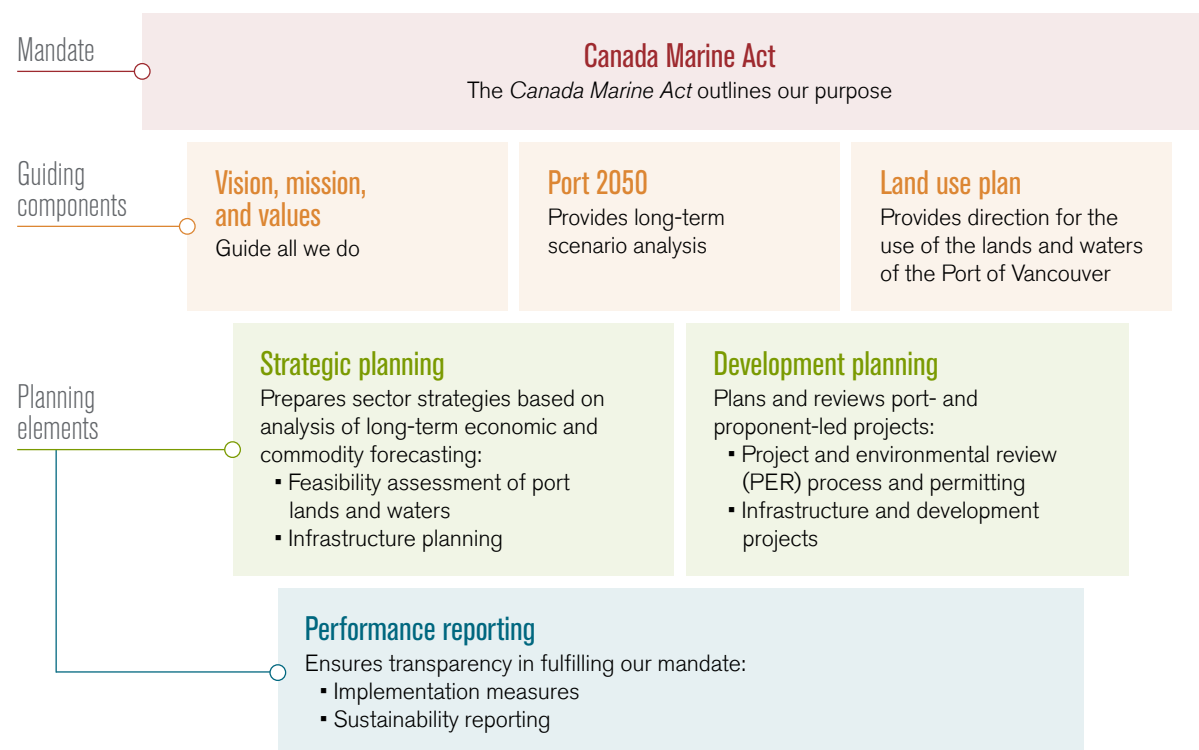


The Vancouver Fraser Port Authority Land Use Plan is a key guiding component in the port authority's approach to land use and development.

As we are a Canada Port Authority governed by the [Canada Marine Act](#) and are driven by our vision for the Port of Vancouver to be the world's most sustainable port, the land use plan establishes where growth and development can occur, the types of uses that can be considered on each property, and the policies that must be considered when development is being proposed.

Strategic framework

Figure 2



Land use plan update process

We adopted our first unified land use plan in 2014. Five years later, and through a two-phase engagement process, we reached out to municipalities, Indigenous groups, government agencies, environmental organizations, businesses, industries, and members of the public to hear their ideas and insights on key topics to bring our plan up to date.

Project timeline

Figure 3





Phase 1

Between November 19 and December 9, 2019, we invited the public and stakeholders to provide feedback on key topics through small group meetings, a public open house, and an online engagement platform that included an interactive mapping tool and survey. We prepared a discussion guide on key topic areas, including the protection and intensification of trade-enabling industrial land; cargo, traffic and passenger movement; maintaining a healthy environment; and how we can work together for continued success.

Phase 2

We held phase 2 of engagement from June 19 to August 20, 2020, with an extension for feedback from municipal and regional agencies until September 18, 2020. Phase 2 included summarizing and considering what we heard in phase 1 and sharing the updated draft plan for review and comments on our online engagement platform. We also held an online open house to present highlights from the updated draft plan and to collect feedback to help refine the final draft.

Planning elements

- 5.1 Port growth
- 5.2 Business sectors, terminals, and facilities
- 5.3 Protection and intensification of trade-enabling industrial lands
- 5.4 Environmental protection
- 5.5 Cargo, traffic, and passenger movement
- 5.6 Local communities
- 5.7 Indigenous groups

5.1 Port growth

Our land use plan sets out how we are preparing to accommodate the expected growth in Canada's trade over the next 15 to 20 years. Our success will depend largely on our ability to build infrastructure and capacity for new trade within the constraints of the local landscape and the requirements to protect the environment and consider local communities.

Port of Vancouver trade forecast

As the country's gateway to over 170 trading economies around the world, the port handles \$1 of every \$3 of Canada's trade in goods outside of North America, or about \$240 billion a year. Port activities sustain 115,300 jobs, \$7 billion in wages, and \$11.9 billion in gross domestic product across Canada. Canada's trade through the port has been increasing steadily for a decade, and percentage growth in trade through the Port of Vancouver over the next five years is forecast to be 3.6%* annually.

* Based on September 2019 forecast.



\$240 billion
in goods per year



115,300
jobs



\$7 billion
in wages

5.2 Business sectors, terminals, and facilities

Automobiles

The port handles approximately 400,000 vehicles annually, making it one of the top three ports on the west coast of North America for vehicle transshipment. The port's overall auto sector volume exceeded 419,900 vehicles in 2019. At auto terminals at the port, vehicles are processed, inspected, fueled, and released with issued documentation. Direct-to-dealer by truck haul-away is used within an approximate 1,000-kilometre radius, while rail is used for markets further afield. Vehicles are unloaded at vehicle distribution centres and then loaded onto car carriers for transport to dealerships.

Breakbulk and project cargo

The Port of Vancouver is the major consolidation centre on Canada's west coast for breakbulk cargo such as forest products, steel, and machinery. Over 60% of the port's breakbulk traffic is forest products destined for local and international markets. Approximately 25% of breakbulk volumes are consumer and related goods moved between the Lower Mainland and Vancouver Island.

Cruise

As the home port for the Vancouver-Alaska cruise industry, the Port of Vancouver welcomed 1.1 million cruise passengers in 2019, representing a 20% increase over 2018, as demand for cruises to Alaska from Vancouver continued to be strong.

Container

The port offers four common-user container terminals with extensive on-dock rail facilities.

Container trade is driven by Canadian demand for imports, and the resulting availability of empty containers has been essential for Canadian businesses wanting to export goods to international markets. Shipping container quantities, measured by 20-foot equivalent units, or TEUs, were a record 3.4 million TEUs in 2019, a slight increase of 0.1% compared to 2018. While the sector is forecast to continue to grow, 2019 results reflected a number of factors, including trade conflicts and shipping lines adjusting services based on market conditions.

With projected long-term growth in container trade, the port authority is leading two container terminal projects and has partnered with government and industry to invest in road, rail, and other infrastructure projects to support a more fluid supply chain.

The Centerm Container Terminal Expansion Project will increase the existing terminal footprint by 15% and reconfigure terminal operations, which will increase capacity by approximately 60% over when construction began in 2019. The proposed Roberts Bank Terminal 2 Project is a new terminal that, if approved, would add nearly 50% more container capacity to the Port of Vancouver. These projects, which are needed to meet the forecast demand for trade of goods in containers, will serve Canadians well into the future.

Bulk

Dry and liquid bulk cargoes account for approximately 70% of the port's annual tonnage. Bulk shipping lines regularly call on the port because of the availability of diverse Canadian commodities for export to world markets through the west coast. The Port of Vancouver also has substantial imports of bulk products, including petroleum products, concentrates, salt, gravel and aggregate, and phosphate rock.

Off-dock facilities

Off-dock facilities such as transload facilities and warehouses provide non-marine services, including storage, customs clearance, and transloading of cargo. Such critical supply-chain services enable shippers to store products for future distribution, as well as to combine or separate cargo shipments.

Terminals

The port is home to 29 major marine terminals that service five business sectors. Read more about terminals at the Port of Vancouver [here](#).

Major marine terminals and off-dock facilities

Figure 4

- Vancouver Fraser Port Authority navigational jurisdiction
- Major marine terminal
- Major off-dock facility
- Major rail lines
- Provincial highways
- Trans-Canada Highway
- Municipalities
- First Nation communities

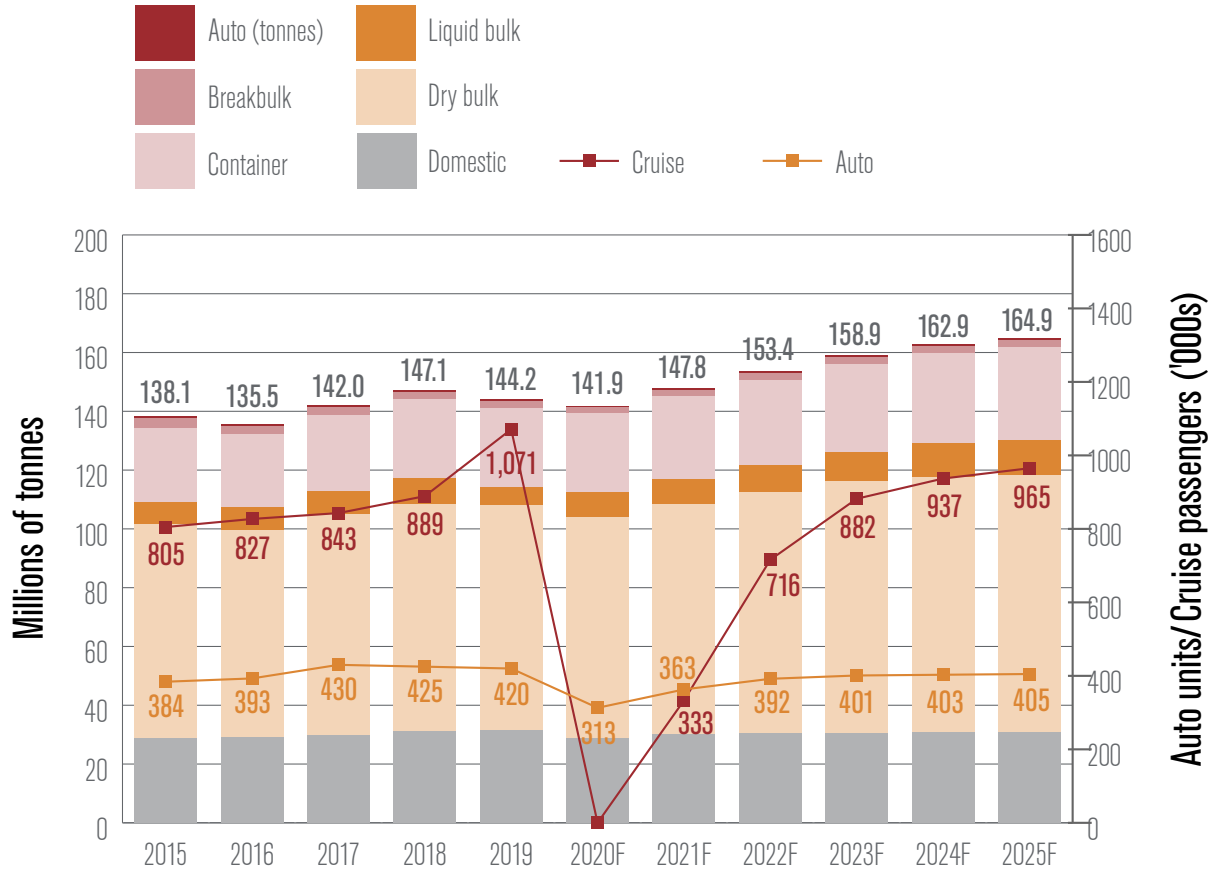




Port throughput and forecasts 2015–2025

Figure 5

As illustrated in the figure below, forecasts indicate that growth is anticipated across almost all commodity and business sectors currently handled at the Port of Vancouver. These forecasts were updated in October 2020, and do not take into account short-term market fluctuations. Due to COVID-19, Transport Canada prohibited all cruise ships from entering Canadian waters and ports. Pre-pandemic forecasts indicated a record cruise year, projecting nearly 1.2 million revenue passengers on 310 vessel calls for 2019. Updated forecasts will be developed to inform the port authority's strategic planning.

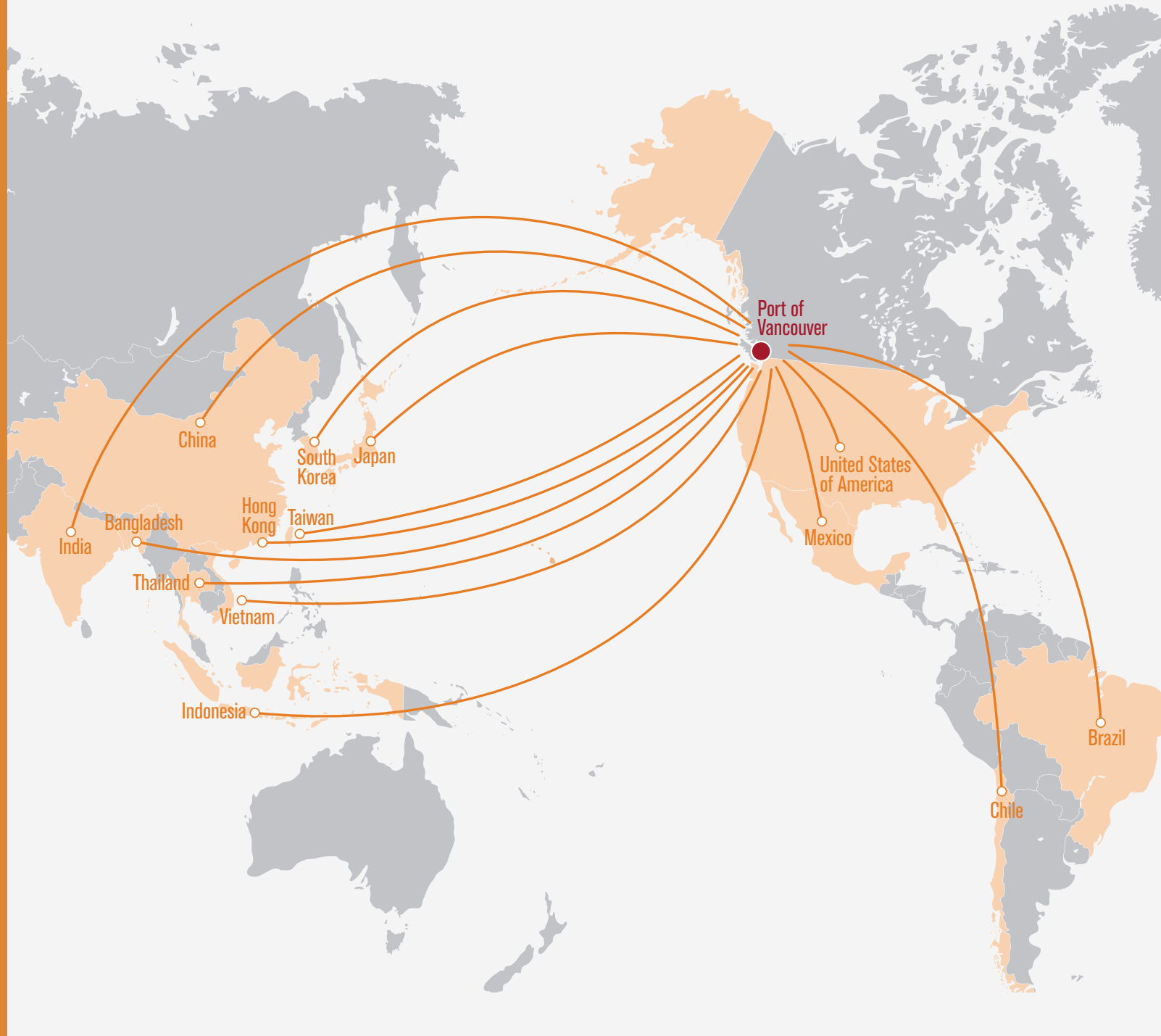


Top trading economies

Figure 6

Top 5 commodities

-  Coal
-  Grain, specialty crops and feed
-  Fertilizers
-  Forest products
-  Consumer goods



5.3 Protection and intensification of trade-enabling industrial lands

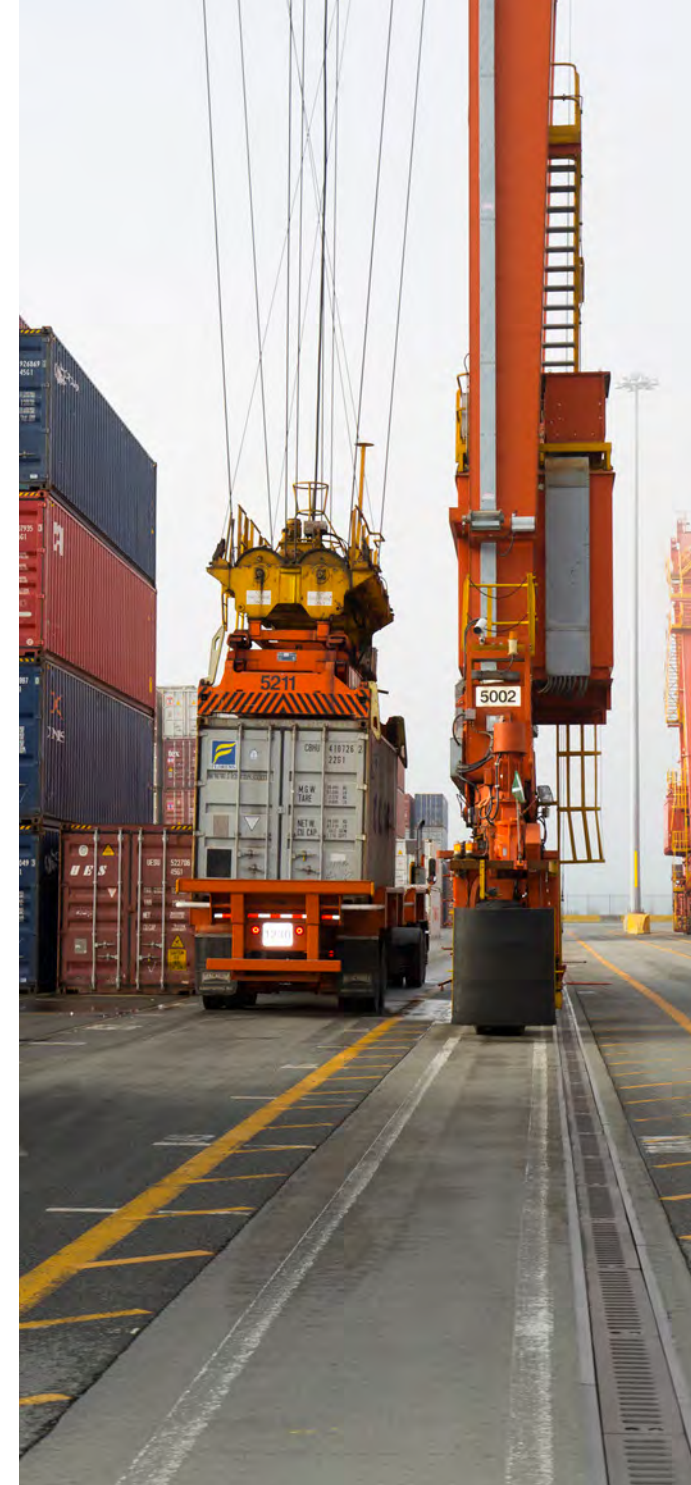
A key priority for the Vancouver Fraser Port Authority is to ensure there is adequate industrial land available in the region to meet trade requirements today and in the future. The retention of a viable industrial land base in the region is critical to sustaining a strong economy locally and across the nation.

The demand for industrial land in the region continues to escalate due to economic growth, a shift to ecommerce, and the need for land for other uses, given the geographical constraints of the local mountains and the Pacific Ocean.

The current inventory of market-ready industrial land in the Lower Mainland is expected to be depleted within the next 10 years. Trade-enabling industrial land is required to support goods movement in and out of the region, and is used for marine terminals, distribution centres, warehouses, and other logistics businesses. These operations, which generally require large parcels of land, are ideally located near major roads and railways. We believe that the inventory of available trade-enabling industrial land suitable for logistics and distribution uses will be depleted even sooner. At the same time, by the year 2050, one million new residents are expected in the region, placing further strain on land availability.

One way to respond to the lack of available industrial land is to use land more intensively. For port lands and related transportation corridors, more intensive use is generally achieved by increasing the efficiency of existing sites and finding ways to move more cargo on and between existing terminals and sites. For example, improving operating procedures or investing in equipment, roads and railways, and innovative building and other design solutions can improve efficiency.

Beyond federal port authority-managed lands, municipal governments are responsible for managing and zoning lands within their respective jurisdictions. Over the years, land intended for industrial activities, including trade, has been and continues to be converted to other uses, such as residential and commercial.





When industrial lands are redeveloped for residential or other uses, the region loses valuable employment lands. Approximately one in four jobs in Metro Vancouver is in industrial operations, and land is required to support these jobs. If large parcels of industrial land in strategic locations are not protected, trade-related businesses will situate themselves elsewhere, to locations outside of the region, which can have negative effects on the supply chain and ultimately the economy, and can create further road congestion and emissions.

As more and more people live closer to industrial operations, the potential for conflict at the interface between the working waterfront and adjacent land uses will increase. While some of this is inevitable in a growing region with a limited land base, it nevertheless requires all jurisdictions to plan and manage growth, and to design communities in recognition of the critical role the port plays in the

region. This will become even more important as port activities on and near the waterfront intensify due to new development and investments that increase the capacity and throughput of existing terminals in response to Canada's trade growth.

The successful preservation of industrial lands will depend on the decisions of all jurisdictions that have authority over land use in the region. The port authority supports ongoing efforts to identify strategies that provide effective protection of the industrial land base. We will continue to provide input to municipal and other planning processes that may impact the industrial land supply, and to engage the region in constructive and meaningful dialogue to find solutions to the critical shortage of industrial lands.

5.4 Environmental protection

The Port of Vancouver is located within an ecologically rich environment that provides habitat for a diversity of aquatic and terrestrial species. We are mandated to provide a high level of environmental protection while enabling Canada's trade objectives.

We take a holistic approach to protecting wildlife and improving water, land, and air quality. Focusing on healthy ecosystems, climate action, and responsible practices, we collaborate with industry, government, Indigenous groups, non-government organizations, and other ports on a suite of environmental initiatives and programs to protect the environment.

In addition to the [Canada Marine Act](#) and the [Impact Assessment Act](#), the port authority is subject to other federal legislation, including the [Fisheries Act](#), [Species at Risk Act](#), [Canadian Environmental Protection Act](#), and [Migratory Birds Convention Act](#). The project and environmental review process is used by the port authority to evaluate and consult on proposed works and activities within the port authority's jurisdiction. Through this process, as appropriate, we seek advice from various regulatory agencies.

Any new development within port authority jurisdiction is required to appropriately avoid or mitigate potential adverse impacts on fish or wildlife habitat. Projects that reduce or have an impact on habitat areas are subject to habitat-offsetting requirements, typically administered through Fisheries and Oceans Canada.

The transportation of goods requires energy, much of which is generated by the combustion of fossil fuels, which releases emissions that contribute to climate change and affect air quality. The port authority, port tenants, shipping lines, and terminals are working to reduce port-related emissions that affect air quality and contribute to climate change. The port authority's [programs and initiatives](#) to



minimize air emissions are designed to target port-related sources: ships, container trucks, locomotives, and terminals. We are a member of the Northwest Ports Clean Air Strategy in collaboration with the ports of Tacoma and Seattle, the Northwest Seaports Alliance, and regulatory partners.

Long-term climate change impacts, particularly rising sea levels combined with more frequent and severe weather events, will impact port operations. Resiliency and climate adaptation are important considerations for port land use planning. In anticipation of sea level rise, the port authority is working with regional partners to collect and analyze data to better understand and manage flood risks in a coordinated manner. This includes ongoing work with the Fraser Basin Council and with local, provincial, and federal partners on the development of the Lower Mainland Flood Management Strategy. We are also a member of the [Joint Program Committee](#) for Integrated Flood Hazard Management.

5.5 Cargo, traffic, and passenger movement

Transportation planning

The lands and waters managed by the port authority are one link in a supply chain that delivers goods from origin to destination. For a port tenant or terminal operator to be able to effectively manage the services it provides, port lands and waters must be served by a reliable and efficient transportation network.

The goods movement supply chain is a complex web of interconnected parts that requires supply-chain partners, including truck, rail, and terminal operators, and marine carriers, to actively coordinate their operations and investments. The port authority works with these partners to improve the flow of goods through the port and grow the trade capacity of the region to benefit Canadian consumers and businesses.

While marine navigation is largely within the port authority's jurisdiction, transportation to and from the port by land relies on a transportation network that is developed, owned, and managed by a variety of other organizations. At the same time, long-term transportation infrastructure planning is integral to delivering on the port authority's mandate and goals to optimize the use of existing port land and support future growth and development.

Given the importance of transportation infrastructure, the port authority collaborates with government and stakeholders, and has leveraged funding sources over the past decade to invest in supply-chain infrastructure improvements, both within the port authority jurisdiction and in the wider region. Our focus is on improving rail and trucking corridors, optimizing the use of existing facilities, and building new infrastructure where needed to meet growing demand.

Growth in trade activity and more intensive use of port lands will mean that the connecting regional transportation corridors will themselves be more intensively used in the future. These transportation corridors

will require active management and significant investments to provide the additional capacity needed to accommodate growth efficiently and effectively, and in a manner that addresses the impacts of transportation on surrounding communities.

The Gateway Transportation Collaboration Forum, established in 2014, is a collaborative effort to ensure the region is ready to manage growing trade. The forum—composed of the port authority, the Province of British Columbia, TransLink, the Government of Canada, and the Greater Vancouver Gateway Council—in 2016 released Greater Vancouver Gateway 2030, a strategy that identifies nearly 40 transportation infrastructure projects that would provide national, provincial, regional, and local benefits. The strategy also identifies specific transportation projects that would be beneficial to the Port of Vancouver, our rail partners, and communities.



Regional road network

Land-based truck transportation is a key component of port operations. In general, trucks transiting to and from the port use the provincial highways managed by the B.C. Ministry of Transportation and Infrastructure. In addition to owning several of the region's bridges, TransLink plans and funds the region's Major Road Network in partnership with municipalities. Municipal truck routes are owned and managed by individual municipalities. Transport Canada has a significant role in facilitating goods movement in the region, as it is responsible for developing transportation policies and programs to ensure the safe movement of people and goods by air, rail, road, and water.



Rail network

The Port of Vancouver is served by three Class 1 rail companies: Canadian National Railway (CN), Canadian Pacific Railway (CP) and BNSF Railway Company, as well as a local short-line rail service, Southern Railway of British Columbia (SRY). Railways are generally owned and managed by specific rail companies, who often have local operating and co-production agreements with each other to increase efficiency.



Marine navigation

Providing safe and unimpeded access to port terminals is critical for continued port operations. The deep waters of Burrard Inlet and Roberts Bank are essential to major terminals that must accommodate large cargo vessels, and the calm waters of the Fraser River provide ample opportunity for smaller ships.

The port authority provides marine-related services that include patrols, ship inspections, event planning, permitting of dangerous goods, and the provision of navigational and safety advice.

Following national and international guidelines, and in consultation with stakeholders, we design navigational channels within our jurisdiction, setting out how they will be used, including the following:

- Deep-sea shipping channel: a navigation channel that is maintained to serve ocean-going vessels
- Domestic shipping channel: a navigation channel that is maintained predominantly to serve the barge and towboat industry
- Local navigation channel: the portion of a waterway that is neither a deep-sea channel nor a domestic channel
- Channel reserve: any portion of a waterway used for navigation that is not deemed a channel but does provide a navigable waterway for movement of goods and/or people

The port authority identifies marine areas, also known as the safety channels, which act as a buffer adjacent to the navigational channel, where development is not permitted.

[Dredging of waterways](#) is often required to ensure appropriate water depth and is undertaken by the port authority, tenants, and/or local users, depending on the location. Dredging requirements differ across the port authority's jurisdiction. Dredging in Burrard Inlet and at Roberts Bank is generally related to specific capital projects, whereas the South Arm of the Fraser River requires annual dredging to maintain river depth.

Land and marine transport network

Figure 7

- Trans-Canada Highway
- Provincial highways
- Major truck roads
- ++ Major rail lines
- 🚢 Long-distance ferry
- 🚇 Rapid transit routes and stations
- 🚇 Future rapid transit routes and stations
- 🌊 Vancouver Fraser Port Authority navigational jurisdiction
- 🏭 Industrial Land Use 2040
- Aa Municipalities
- Aa First Nation communities

This transportation network map is for illustration purposes only, and includes a depiction of TransLink's major road network and Metro Vancouver's regional industrial land base. Metro Vancouver's regional growth strategy also includes a mixed employment designation, which includes some industrial lands. For the most current information on the major road network and the region's existing and future transit routes and stations, please contact TransLink. And for the most current regional industrial land base, please consult Metro Vancouver.



5.6 Local communities

The port borders [16 municipalities](#) and operates 24 hours a day to support Canada's trade objectives.

Rail and truck movements, terminal operations, and other activities may cause noise and other impacts that can affect community well-being. The port authority works with supply-chain partners, local and regional governments, TransLink, and others to balance trade objectives with the interests of our neighbours. We lead a variety of working groups, formal engagement programs, information sessions, presentations to councils, and other events to connect and inform the community.

We also have four [community liaison committees](#) that bring together diverse stakeholders, including municipalities, port industry representatives, rail companies, residents, and Indigenous groups, to collaboratively address local interests and concerns about port activities. The four community liaison committees are geographically situated across our jurisdiction and include:

- North Shore Waterfront Liaison Committee
- Port Community Liaison Committee (Delta)
- South Shore Community Liaison Committee
- East Vancouver Port Lands Liaison Committee

We also operate a community office in Delta, the municipality with the most port activity in Canada, offering local residents and business groups the opportunity to meet with staff and ask questions.

Through our dynamic and broad-ranging [community investment program](#), we dedicate up to 1% of our net income to initiatives that matter to local communities. Our investments focus on community enrichment, education and training, and environmental leadership.





5.7 Indigenous groups

For thousands of years, several [Coast Salish First Nations](#) have lived and prospered in the Vancouver area, with complex systems for trade and commerce in the Salish Sea, Burrard Inlet, and the Fraser River long before settlers arrived and recognized this area as an ideal trading region.

The lands and waters managed by the Vancouver Fraser Port Authority fall within the traditional territories of several Coast Salish First Nations and border the Tsawwassen First Nation treaty lands. With our Indigenous partners, we work towards achieving their interests while promoting and enhancing Canada's competitiveness as a trading nation. The port authority is committed to establishing healthy, meaningful relationships with these communities.

The Crown has the legal duty to consult with Indigenous groups where Crown conduct has the potential to adversely impact existing or asserted Aboriginal or treaty rights. The Vancouver Fraser Port Authority has been delegated authority to manage federal lands and waters on behalf of the federal government as mandated by the [Canada Marine Act](#). Pursuant to the Act, when the port authority consults with Indigenous groups, the port authority follows the [Updated Guidelines for Federal Officials to Fulfill the Duty to Consult](#).



When consulting with Indigenous groups, the port authority will engage in a manner that is consistent with the following principles:

- Provide clear, accessible, and transparent information while protecting the privacy of all parties
- Respect that our perspectives may be based on different world views
- Seek Indigenous perspectives during the consultation process, be open to understanding the interests and knowledge of Indigenous groups, and strive to incorporate them into our work
- Build strong working relationships between Indigenous groups and the port authority to allow for meaningful dialogue

Along with these principles, the port authority recognizes the importance of the United Nations Declaration of the Rights of Indigenous Peoples and is committed to aligning with the federal [Principles Respecting the Government of Canada's Relationship with Indigenous Peoples](#) within its mandate, as provided for in the [Canada Marine Act](#).

Additionally, the port authority recognizes that archeological sites and artifacts are important to Indigenous peoples. When reviewing for potential developments, we consider the potential impact on archeological resources and take steps to avoid impacting existing or potential sites, as required.

Goals, objectives, and policy directions

6.1 Deliver economic prosperity through trade

- Goal 1
- Goal 2

6.2 Maintain a healthy environment

- Goal 3

6.3 Enable thriving communities

- Goal 4
- Goal 5



The land use plan includes five goals to guide the use and development of the land and water managed by the Vancouver Fraser Port Authority.

Each goal has a number of objectives and policy directions that provide additional clarity for land use and development, and help guide our work towards fulfilling our federal mandate and achieving our vision for the Port of Vancouver to become the world's most sustainable port. These goals, objectives, and policy directions should be read and considered together to fully understand our approach to managing growth and meeting our responsibilities and commitments to sustainable development.

These icons appear in this section to help you navigate.

- ▣ Goals
- 🎯 Objectives
- 📄 Policy directions



Deliver economic prosperity through trade

Goal 1

Manage port growth and activity in support of Canada's competitiveness and trade objectives while preparing for anticipated transitions in the global economy.

The port authority's mandate is to enable Canada's trade objectives, ensuring safety, environmental protection, and consideration for local communities. Looking forward over the next 20 years, growth is forecast across most port business sectors.

The key challenge will be ensuring there is sufficient land to support this expected growth and to make the best possible use of the available lands. While the use of land—whether commercial, industrial, residential, or agricultural—is interdependent, the users of those lands often must compete with one another to expand and grow. The port authority is continuing to work actively with regional authorities to raise awareness of the challenges of land availability.

Objective 1.1

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

Policy directions

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

Objective 1.2

Optimize the use of existing port lands and waters.

Policy directions

- 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 that intensified use may have on adjacent communities, transportation networks, and the environment, and mitigating resulting impacts where appropriate.
- 1.2.2** Manage 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.
- 1.2.4** Ensure, as appropriate, effective integration of utilities associated with new or expanded port development into local and/or regional systems through the project and environmental review process.
- 1.2.5** Consider the co-location of industrial and supportive uses that integrate multimodal supply-chain logistics.
- 1.2.6** Encourage compatible uses and development adjacent to port lands and waters to minimize potential conflicts with port activity, including appropriate site and building design measures to minimize impacts.

Objective 1.3

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

Policy directions

- 1.3.1** Consider acquisition of sites to protect their availability for future port use, giving priority to lands and waters that demonstrate ready access to shipping and/or transportation networks and close proximity to existing port authority 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 with local governments and agencies, where appropriate, to anticipate and respond to property and infrastructure impacts, such as those associated with climate change, including sea level rise and more frequent/extreme flood events.
- 1.3.4** Leverage public and private partnerships to invest in infrastructure and facilities strategically aligned with the port authority's mandate.

Objective 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.

Policy directions

- 1.4.1** Monitor and research economic trends and forecasts 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, local governments, Indigenous groups, and other land use agencies 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 and commodity sector trends and applicable environmental considerations.
- 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 authority's vision for a sustainable future.



Deliver economic prosperity through trade

Goal 2

Ensure the safe and efficient movement of port-related cargo, traffic, and people throughout the region.

The lands and waters managed by the Vancouver Fraser Port Authority are one link in the supply chain that delivers goods from origin to destination. For a port authority tenant or terminal operator to be able to efficiently deliver this service, port lands and waters 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. Accessibility to transit and alternative modes of travel for port workers and cruise passengers further reduces dependency on automobiles, increases capacity for truck movements, and reduces vehicle emissions.

Objective 2.1

Improve operational efficiencies of transportation modes serving the port.

Policy directions

- 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, Indigenous groups, and transportation 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 transport of cargo.
- 2.1.4** Work with customers, stakeholders, local governments, Indigenous groups, and 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, Indigenous groups, and appropriate agencies to identify and monitor operational improvements to minimize and mitigate potential noise, congestion, air emissions, and other impacts arising from port-related activities.

Objective 2.2

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

Policy directions

- 2.2.1** Maintain and improve critical navigation infrastructure, port authority roadways, and port authority-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 the port authority's jurisdiction, as required for current and future port activity.
- 2.2.3** Collaborate with industry, transportation agencies, Indigenous groups, and local governments to ensure that the capacity of the regional transportation network is sufficient to accommodate current and anticipated port-related traffic, in context with the needs of other transportation network users.
- 2.2.4** Pursue efficient and effective regional transportation network management that supports port activity, through advocacy and direct participation in the land use and transportation planning initiatives of local, regional, and provincial government 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, port workers, and passengers.
- 2.2.6** Support investigation of options to provide alternative modes of travel to port lands to increase transportation choice for port workers and facilitate improvements to regional goods movement.

Objective 2.3

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

Policy directions

- 2.3.1** Support, in collaboration with port industries, customers, and transportation service providers, the implementation and enforcement of applicable best practices, regulations, and standards for the safe use and operation of roads, railways, and navigable waters servicing the port.
- 2.3.2** Assist port users with incorporating best practices for safety and security into all aspects of their operations.
- 2.3.3** Collaborate with relevant authorities and agencies to ensure appropriate, coordinated emergency and post-emergency response plans are in place and regularly reviewed for incidents originating in the port or directly impacting port operations.
- 2.3.4** Support emergency response planning of external agencies where port authority resources may be of service in responding to emergencies affecting the broader region.





Maintain a healthy environment

Goal 3

Be a global leader among ports in the environmental stewardship of the port lands and waters we manage.

The Vancouver Fraser Port Authority strives to be a global leader in port sustainability by protecting and enhancing port environmental health and resiliency. From an environmental perspective, the manner in which port property is physically used will influence how successful the port authority is in achieving this goal.

The approximately 350 kilometres of shoreline managed by the port authority are used for a variety of purposes, ranging from industrial operations and commerce to recreation and other uses. Working with customers, port users, local governments, communities, and Indigenous groups, the port authority is able to identify environmental issues and risks posed by these activities and take action to avoid or reduce the potential impacts.

Objective 3.1

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

Policy directions

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

Objective 3.2

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

Policy directions

- 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 utilization of low-carbon technologies to support port operations and developments, and to achieve reductions in air emissions.
- 3.2.3** Explore opportunities with stakeholders and partner agencies to collaborate on initiatives that reduce greenhouse gases and other air emissions, and monitor and report on port-related air emissions and air quality.

Objective 3.3

Improve land and water quality within the port.

Policy directions

- 3.3.1** Manage environmental contamination within port authority jurisdiction through investigation, remediation, and/or risk management approaches to address lands and sediments that have been contaminated historically.
- 3.3.2** Work with agencies, port customers, Indigenous groups, 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 the environmental quality of soil, sediment, and groundwater of tenanted sites is maintained or improved from the time the 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 receiving water quality and that they meet best practices for stormwater management.
- 3.3.6** Undertake environmental reviews for projects and physical activities on lands and waters managed by the port authority to confirm that there are no significant adverse environmental effects.

Objective 3.4

Promote sustainable practices in design, construction, and operation in the port.

Policy directions

- 3.4.1** Promote sustainable infrastructure practices within the port, based on best practices and related standards.
- 3.4.2** Encourage port customers to adopt sustainability principles into their decision-making, strategies, and operations in a transparent, accountable, and economically viable manner.
- 3.4.3** Develop sustainable infrastructure guidelines to assist in the review of projects proposed for lands and waters managed by the port authority.



Enable thriving communities

Goal 4

Ensure port activity and development is a positive contributor to local communities and Indigenous groups.

Port lands and waters border 16 municipalities and one treaty First Nation in Metro Vancouver, and are located within the asserted traditional territories of several Coast Salish First Nations. While the port authority's mandate is to enable trade in the best interest of all Canadians, we are committed to ensuring that local interests are also considered.

Trade activities result in substantial local benefits, including direct and indirect employment, business activity, government revenues, and a strong economy. 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 Indigenous groups. Port activity can also present challenges such as noise, traffic congestion, and environmental impacts.

The port authority works to address these challenges in consultation with neighbouring communities and Indigenous groups while ensuring the viability of port businesses. Ultimately, for those living and working in the region alongside a successful and growing port, our intent is that the benefits outweigh the impacts.

Objective 4.1

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

Policy directions

- 4.1.1** Support the creation and expansion of business activities that provide local, port-related economic activities for Metro Vancouver residents.
- 4.1.2** Provide opportunities for employment and contracting within the port for Indigenous peoples whose treaty lands or asserted territories intersect with the port.
- 4.1.3** Maintain the community investment program where a portion of the port authority's net income is invested in local and Indigenous communities.

Objective 4.2

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

Policy directions

- 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 communities to explore opportunities within publicly accessible port areas to acknowledge and celebrate the traditional and contemporary uses of port lands and waters by early settlers.
- 4.2.3** Manage recreational dock development in a manner that protects the environment, public use, safety, and enjoyment of foreshore and intertidal areas.
- 4.2.4** Collaborate with Indigenous groups to explore opportunities within publicly accessible port areas to acknowledge and celebrate the traditional, cultural, and contemporary uses of port lands and waters by Indigenous peoples.

Objective 4.3

Seek to minimize impacts from port operations and development on local communities and Indigenous groups.

Policy directions

- 4.3.1** Ensure potential impacts from new and expanded development and transportation infrastructure—such as noise, lighting glare, dust, views, emissions, and traffic congestion—are identified and appropriately avoided, minimized, and/or mitigated by administering a comprehensive and thorough project and environmental review process that solicits and incorporates input from potentially affected communities, stakeholders, and Indigenous groups, and requires appropriate actions and monitoring by project proponents.
- 4.3.2** Work with port businesses, in consultation with adjacent communities and Indigenous groups, to develop and implement effective and appropriate solutions for minimizing impacts from their ongoing operations.
- 4.3.3** Develop guidelines based on best practices to assist in identifying and responding to the presence of archeological sites and deposits.
- 4.3.4** Ensure potential impacts on archeological resources by port developments and activities are identified and appropriately minimized and/or mitigated through the project and environmental review process that solicits and incorporates input from Indigenous groups.
- 4.3.5** Engage with local governments, Indigenous groups, other land user authorities, and the general public, as appropriate, when developing and updating port land use plans.





Enable thriving communities

Goal 5

Be a leader in communication and engagement in support of the use and development of port lands and waters.

The Vancouver Fraser Port Authority places high value on how we work with neighbouring communities and Indigenous groups to identify shared interests and respond to concerns about port operations and development. We engage with communities and Indigenous groups in a variety of ways by supporting the outreach efforts of port industry partners, building solid relationships with local governments and Indigenous groups, and investing in community amenities.

The port authority's project and environmental review process provides a variety of opportunities for public and Indigenous consultation tailored to the scope and level of interest in proposed developments. We seek to address issues that arise from 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 and effective engagement processes will only continue to grow. The Vancouver Fraser Port Authority is committed to a process of continual improvement in how and when we engage Indigenous groups, communities, and stakeholders in the growth and development of the port.

Objective 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.

Policy directions

- 5.1.1** Provide current and accessible information on significant development proposals, and work towards a system that makes information publicly available on all development proposals under review.
- 5.1.2** Periodically review the project and environmental review process to ensure it provides appropriate opportunities for consultation and engagement with interested parties.
- 5.1.3** Consult with Indigenous groups through the port authority's project and environmental 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 local governments and other land use authorities to guide collaboration and engagement on matters of shared interest related to the use and development of lands and waters within and adjacent to the port.
- 5.1.6** Explore opportunities for establishing agreements with Indigenous groups to guide collaboration and engagement on matters of shared interest related to the use and development of lands and waters within the port.



Land use plan designations

- 7.1 Land use policies
- 7.2 Land use designation descriptions

Our land use plan includes eight different land and water designations, and applies the designations to all properties managed by the port authority. Each designation has a specific intent and list of associated uses, and is mapped digitally for clarity.

For administrative purposes, land use designations generally extend to and include the navigation channel. However, the actual water area available for development and vessel moorage will vary and may be restricted by local water depth, environmental and navigational considerations, and other factors.

All developments and activities proposed within the port authority's jurisdiction are subject to the port authority's project and environmental review process and must be consistent with the uses permitted under the [Canada Marine Act](#) and the [Vancouver Fraser Port Authority's Letters Patent](#).

Land and water designation characteristics

The land and water designations have the following characteristics:

- Applicable to all areas: the designations apply to all lands and waters within the port authority's jurisdiction
- Provide flexibility: the designations indicate the general use of a site while identifying other potential uses on a primary, ancillary, or conditional basis
- Clear and accurate mapping: the water and land use maps are based on the best available geographic information systems (GIS) mapping at the time the land use plan was adopted and are not based on site-specific surveys. Modifications to designation boundaries to reflect mapping updates are made from time to time.
- Align with the port authority's mandate: the designations are consistent with the mandate of the Vancouver Fraser Port Authority under the [Canada Marine Act](#) and the [Vancouver Fraser Port Authority's Letters Patent](#)

7.1 Land use policies

The following are land and marine use policies that apply to all areas within the port authority's jurisdiction.



Parking

Vehicle or truck parking is permitted in all land-based designations on a permanent or temporary basis where compatible with primary uses on the site, subject to applicable regulations and guidelines.



Utilities, telecommunications, and flood mitigation

Utility, telecommunications, and flood mitigation uses are permitted in all designations where compatible with the primary uses on the site.

- Utility uses include electrical, natural gas, water, and sewerage infrastructure
- Flood mitigation uses include, but are not limited to, shoreline armouring, diking, raised flood construction levels, and elevated platforms
- Telecommunication uses include cell towers and other related telecommunication infrastructure



Existing residential uses on foreshore and uplands

There are a number of existing residential encroachments on the port authority's foreshore and upland properties. The port authority is pursuing an appropriate mechanism to manage and address these encroachments, consistent with our [Letters Patent](#).



Recreational docks

[Recreational docks](#) (single or shared) may be permitted in the port water designation and in certain other locations within the port authority's jurisdiction, and must be associated with a residential upland use or with the consent of the upland owner. All recreational docks will be reviewed on a case-by-case basis and will be subject to the port authority's recreational dock policies and guidelines. The port authority will also consider the applicable policies of the upland municipality.

Use definitions

There are several categories of uses within each designation, as follows:

Primary use

A use that is considered to be the principal and intended use within a specific designation

Ancillary use

A use that may be considered, as appropriate, on individual sites to support or complement the primary use

Conditional use

A use that may be permitted subject to specific conditions or policies and/or may be permitted on an interim or temporary basis. All conditional uses are subject to the port authority's determination of their appropriateness in a given context.



Float homes

No new requests for a float home will be considered within the port authority's jurisdiction on the Fraser River unless it meets one of the following criteria:

- Is in or immediately adjacent to a permitted float home location
- Is a replacement of an existing float home
- Is a new float home that does not cause the total number of float homes to exceed the aggregate number allowable under our [Letters Patent](#) and applicable port authority policies or guidelines



Transportation

Transportation infrastructure is permitted in all land use designation areas on a permanent or temporary basis where compatible with primary uses on the site or uses intended for the site. New infrastructure must comply with all transportation regulations and standards applicable to the port authority and should also consider the applicable policies, guidelines, and designs of the connecting road and rail authorities. New and upgraded transportation infrastructure within the port authority's jurisdiction should generally meet the following objectives:

- Support the goals, objectives, and policy directions contained within the Vancouver Fraser Port Authority Land Use Plan
- Encourage the orderly and efficient development of port lands over the long term in support of Canada's trade priorities
- Ensure the long-term ability to efficiently manage port-related road and rail traffic



7.2 Land use designation descriptions

Each land use designation is described below. These include designations that relate to both land and marine uses. Primary and conditional uses associated with these designations are outlined in [Figure 8](#).

Port terminal

Port terminal areas are primarily designated for deep-sea marine and river terminals that handle a variety of cargo, including automobiles, breakbulk, dry bulk and liquid bulk cargo, and containers, as well as cruise passengers. This includes primary trade-related uses that support shipping, transportation of goods and passengers, and handling of goods, among other uses. Ancillary uses may include offices, storage areas, caretaker facilities, and other uses required to support the primary use.

Log storage and barge moorage

Log storage and barge moorage are primarily designated for log storage, barge moorage, and associated activities.

Port water

Port water areas are primarily designated for shipping, navigation, moorage, and anchorage in open water and foreshore areas adjacent to port and non-port lands.

Industrial

Industrial areas are primarily designated for light to heavy industrial activities in support of port operations and marine support services, including goods shipping, transportation, handling, and, in some cases, manufacturing. Primary uses may include intermodal yards, warehouses, container storage facilities, transloading facilities, ship repair, and barge moorage activities. Ancillary uses may include offices, storage areas, caretaker facilities, and other uses required to support the primary use.

Recreation

Recreation areas are primarily designated for public recreational use such as parks and viewing areas.

Special study area

Special study areas are sites that require additional study, consultation, and planning to determine their future use through a land use plan amendment. Until further analysis can be completed, the current use remains unchanged.

Commercial

Commercial areas are primarily designated for commercial activities related to port or marine support services, tourism-related businesses, transportation of passengers, and the handling and storage of goods. Primary uses may include marinas, float plane terminals, warehouses, and tourism-related businesses. Ancillary uses may include offices, storage areas, caretaker facilities, and other uses required to support the primary use.

Conservation

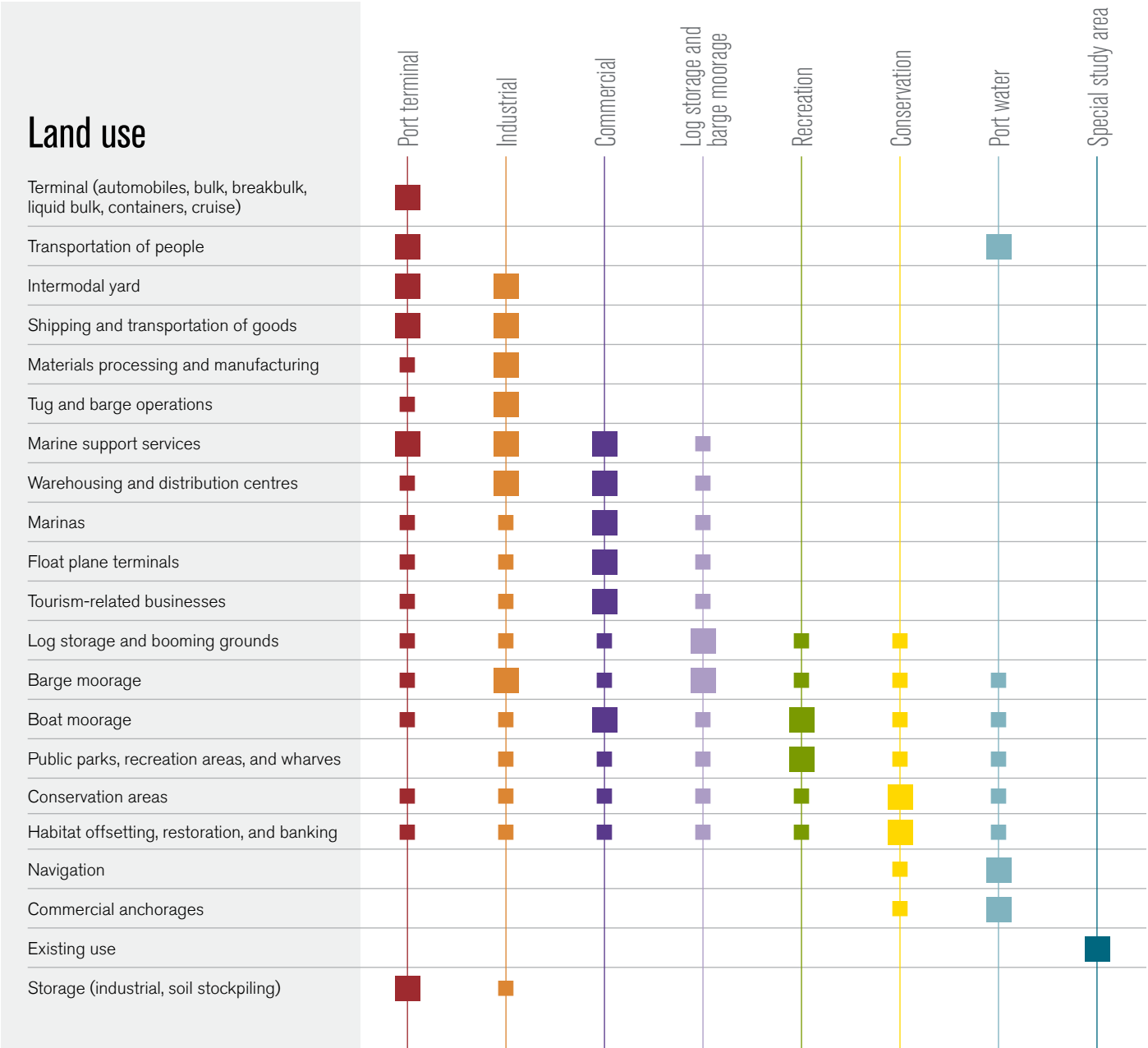
Conservation areas are primarily designated for habitat conservation, enhancement, restoration, habitat for project offsetting or banking for future offsetting, and similar uses, and may be publicly accessible. These areas are generally not intended for development.

Primary and conditional uses

Figure 8

The following figure outlines the primary and conditional uses associated with each land use designation. Note that this figure does not provide an exhaustive list of all potential activities that could be considered under this land use plan within a given designation.

- Primary Uses
- Conditional Uses



Planning areas

- 8.1 Burrard Inlet South Shore
- 8.2 Burrard Inlet North Shore
- 8.3 Indian Arm
- 8.4 Fraser River Inland Reaches
- 8.5 Fraser River Central
- 8.6 Roberts Bank
- 8.7 Fraser River North, South, and Middle Arm



Lands and waters within the port authority's jurisdiction are organized into seven planning areas based on geography and port-related activities. The use designations depicted in the following planning area figures are intended to convey the general distribution of land uses in each area, and are not intended to identify the land use designations for specific sites.

➤ Detailed land use plan maps are available on the [Vancouver Fraser Port Authority's website](#).

Planning areas

Figure 9

➤ Detailed area planning maps are available on the [port authority's website](#).

➤ Planning maps by area:

[Planning area 1: Burrard Inlet South Shore](#)

[Planning area 2: Burrard Inlet North Shore](#)

[Planning area 3: Indian Arm](#)

[Planning area 4: Fraser River Inland Reaches](#)

[Planning area 5: Fraser River Central](#)

[Planning area 6: Roberts Bank](#)

[Planning area 7: Fraser River North, South, and Middle Arm](#)

➤ Click on each planning area on the map to go to its corresponding section in this plan.



8.1 Planning area 1: Burrard Inlet South Shore

The Burrard Inlet South Shore planning area spans from Stanley Park in Vancouver to Port Moody Arm in Port Moody. It borders the municipalities of Vancouver, Burnaby, and Port Moody, and the reserve lands of the Squamish Nation. It also includes the East Vancouver Port Lands sub-area, which borders Victoria Drive to Boundary Road and Commissioner Street to McGill Street in Vancouver. This sub-area has its own area plan containing specific policies related to port development.

In 2019, the tenants in Burrard Inlet South Shore planning area handled over 34.6 million metric tonnes of cargo and over one million cruise passengers. [Major terminals](#) include Canada Place, Centerm, Lantic Inc., Alliance Grain Terminal, Vanterm, West Coast Reduction, Cascadia, Parkland, Shellburn, Westridge Marine, Suncor Energy–Burrard Products, Pacific Coast, and IOCO. Collectively, these terminals move cruise passengers, containers, dry bulk, liquid bulk, and breakbulk cargo.

The area is connected to the main Canadian Pacific Railway (CP) corridor, with access to Canadian National Railway (CN) and BNSF Railway Company, and regional truck routes to the rest of Canada.

The South Shore includes industrial and commercial activities, float plane operations, anchorages, and a number of conservation and recreational uses and waterfront parks.

The close proximity of residential areas to port-related activities and the conversion of former industrial lands to non-industrial uses create the potential for conflicts between port-related and non-industrial uses. Solutions require careful planning and collaboration between the port authority and adjacent municipalities and Indigenous groups.



Key features

- Deep-sea shipping channel and a major trading area within the port
- Current and future investments in rail and road infrastructure are expected to improve operational efficiencies and lessen impacts on the community from rail noise and traffic



Current and anticipated use

- Continued growth of port-related uses in all commodity sectors, particularly container, dry bulk, and breakbulk activities, and industrial uses
- Further intensification of port-related industrial uses on existing sites is likely



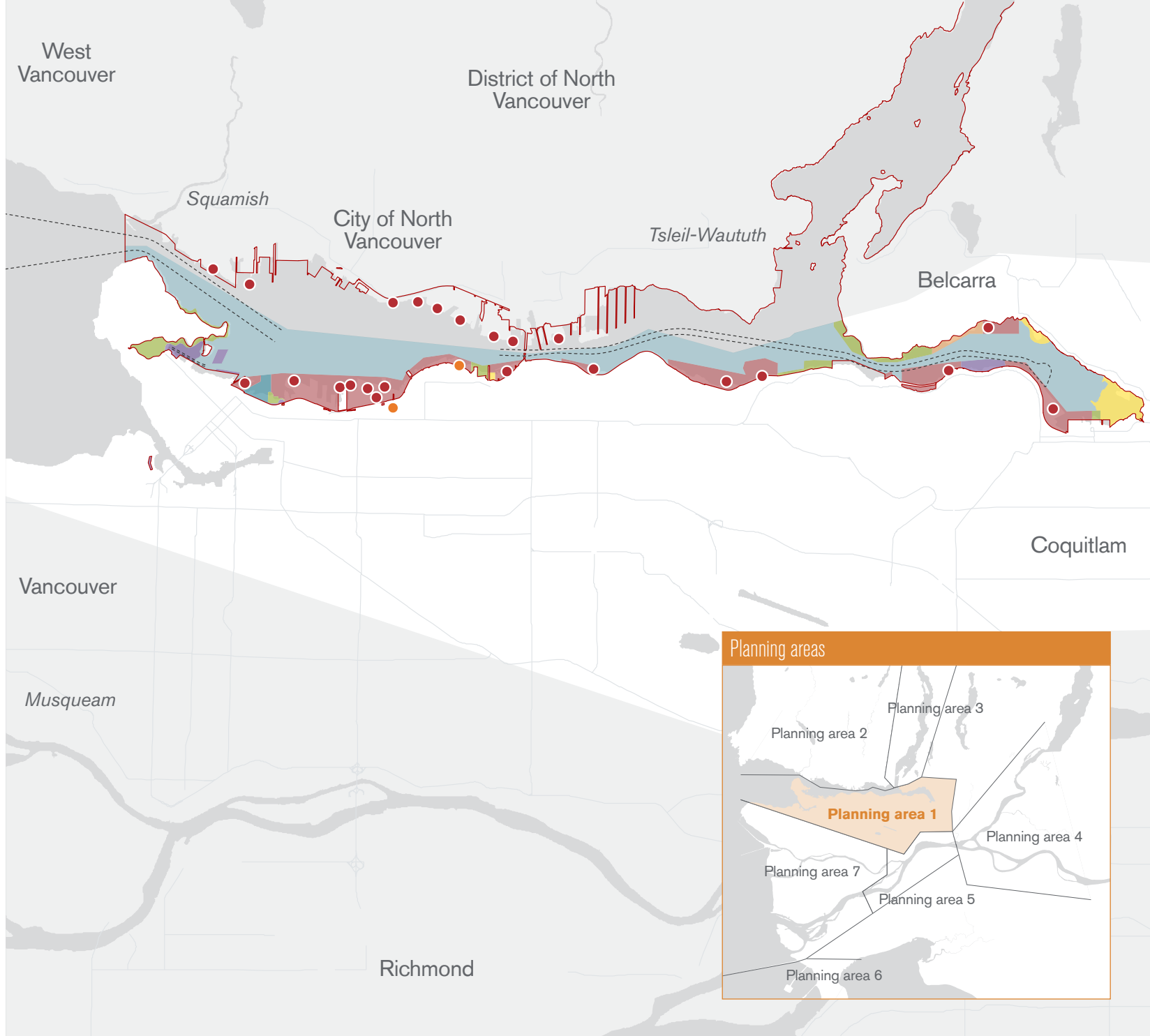
Investments in infrastructure, development, and habitat

- Centerm Expansion Project
- Westridge Marine Terminal Upgrade and Expansion Project
- Columbia Containers Rebuilding Project
- Development of the Central Waterfront Planning Framework
- Canada Place Cruise Terminal optimization
- South Shore Corridor Project (Stewart Street elevated structure)
- South Shore Access Project
- Commissioner Street Road and Rail Improvements Project
- Burnaby Rail Corridor improvements
- CP Rail capacity expansion
- New Brighton Park Shoreline Habitat Restoration Project

Planning area 1: Burrard Inlet South Shore

Figure 10

- Vancouver Fraser Port Authority-managed federal lands and waters
 - Navigation channel
 - Major marine terminal
 - Major off-dock terminal
 - Aa Municipalities
 - Aa First Nation communities
- Land use designation:
- Port terminal
 - Industrial
 - Commercial
 - Log storage and barge moorage
 - Recreation
 - Conservation
 - Port water
 - Special study area



8.2 Planning area 2: Burrard Inlet North Shore

The Burrard Inlet North Shore planning area extends from the southeast area of Ambleside Park in West Vancouver to Cates Park/Whey-ah-Wichen in the District of North Vancouver. It borders the District of West Vancouver, the City of North Vancouver, the District of North Vancouver, and the reserve lands of the Squamish and Tsleil-Waututh Nations.

In 2019, the area's tenants handled 22% of all cargo volume through the port, and it 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 British Columbia and across Canada. It also provides important import services for products such as metal concentrates, phosphate rock, petroleum products, salt, steel, pipe, and project cargo.

[Major terminals](#) include Vancouver Wharves, Fibreco, Seaspan, Richardson International, Cargill, Neptune Bulk, G3 Terminal Vancouver, Lynnterm, Univar Canada, and Chemtrade Chemicals. Collectively, these terminals move project cargoes, dry bulk, liquid bulk, and breakbulk products, and Seaspan provides various marine services, including shipbuilding. This area includes a main rail line for Canadian National Railway (CN).

The close proximity of residential areas to port-related activities and the conversion of former industrial lands to non-industrial uses create the potential for conflicts between port-related and non-industrial uses. Solutions require careful planning and collaboration between the port authority and adjacent municipalities and Indigenous groups.



Key features

- Deep-sea shipping channel and a major trading area within the port
- Critical export gateway to the Asia-Pacific region



Current and anticipated use

- Continued growth of port-related uses in all commodity sectors on the North Shore, particularly in dry bulk, liquid bulk, and breakbulk activities
- Further intensification of port-related industrial users on existing sites is likely



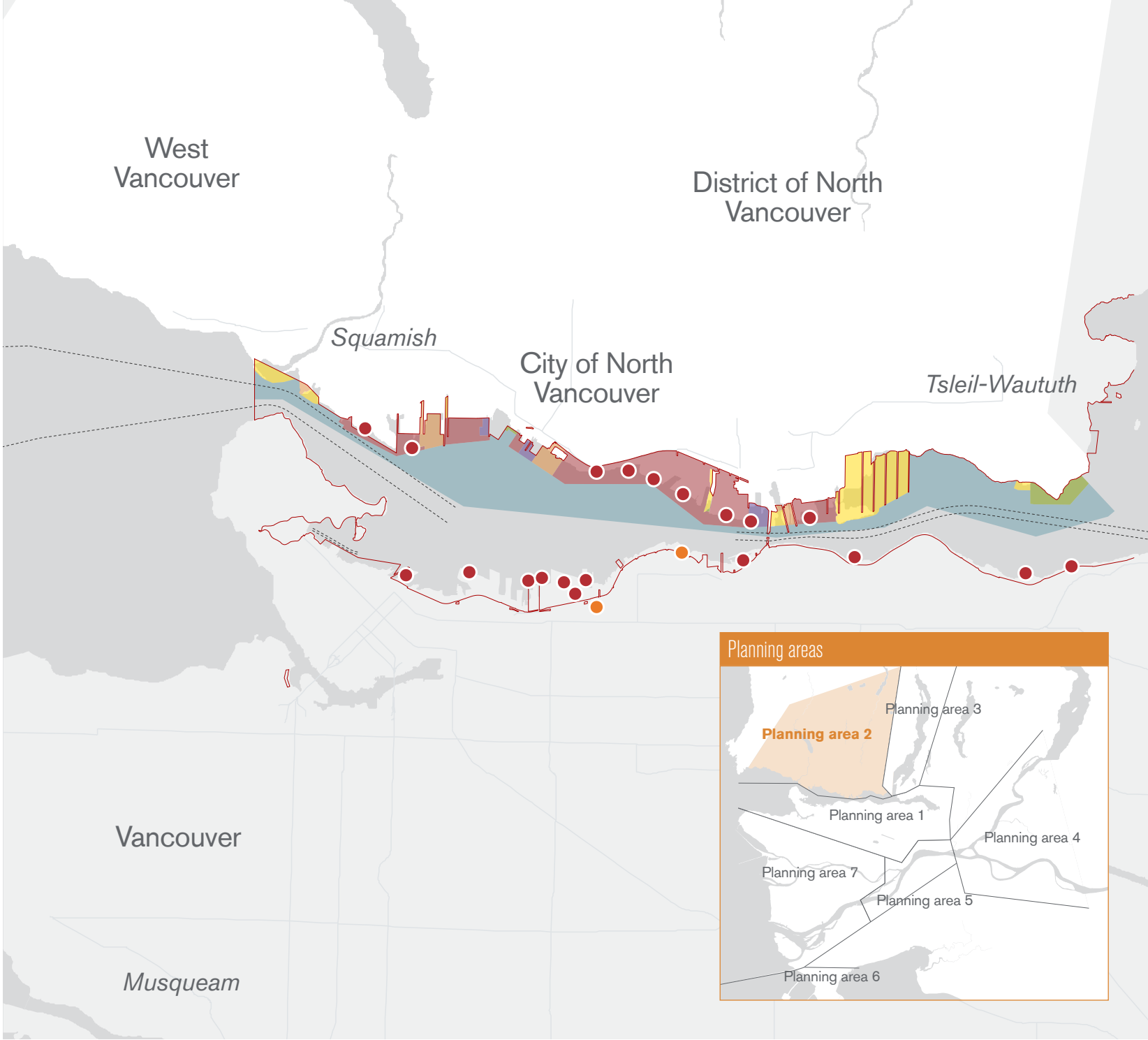
Investments in infrastructure, development, and habitat

- G3 Grain Terminal Project
- Neptune Bulk Terminals Coal Capacity Project (Allison Project)
- Lynnterm upgrades
- Low Level Road Improvement Project
- Mountain Highway Underpass Project
- Lynn Creek Bridge
- Brooksbank Avenue Underpass
- Maplewood Marine Restoration Project
- Richardson International Grain Storage Capacity Project

Planning area 2: Burrard Inlet North Shore

Figure 11

- Vancouver Fraser Port Authority-managed federal lands and waters
 - Navigation channel
 - Major marine terminal
 - Major off-dock terminal
 - Aa Municipalities
 - Aa First Nation communities
- Land use designation:
- Port terminal
 - Industrial
 - Commercial
 - Log storage and barge moorage
 - Recreation
 - Conservation
 - Port water
 - Special study area



8.3 Planning area 3: Indian Arm

The Indian Arm planning area extends from Cates Park/Whey-ah-Wichen in the District of North Vancouver to the Indian Arm estuary. The area borders the District of North Vancouver, the Villages of Belcarra and Anmore, the City of Port Moody, Electoral Area A, and the reserve lands of the Tsleil-Waututh Nation.

Since time immemorial, this territory has been home to the Tsleil-Waututh people. As an important source of marine food and a key corridor for trade and travel, the Indian Arm supported a number of Tsleil-Waututh village sites, including tæmtæmix^wtæn (Belcarra), Say-um-it-ton, an unnamed village at Deep Cove, and Inlailawatash at the Indian River estuary.

The majority of the upland area in Indian Arm consists of local, regional, and provincial parks. This includes Cates Park/Whey-ah-Wichen and Say Nuth Khaw Yum (Indian Arm Provincial Park). In the Coast Salish hən̓qəmin̓əm̓ language spoken by the Tsleil-Waututh people, Whey-ah-Wichen means “Facing the Wind” and Say Nuth Khaw Yum derives its name from a serpent that once laid across the fjord.



Key features

- Natural fjord with deep water, steep slopes, and undeveloped upland forests
- The majority of the upland consists of Cates Park/Whey-ah-Wichen, Say Nuth Khaw Yum Heritage Park (Indian Arm Provincial Park), and Thwaytes Landing and tæmtæmix^wtæn (Belcarra) Regional park



Current and anticipated use

- Existing uses include residential moorage facilities, marinas, and public wharves
- Further port-related uses will likely continue to be limited, mainly consisting of a mix of commercial, recreational, and conservation uses
- Indian Arm continues to be a place of great significance to the Tsleil-Waututh people in addition to providing an important source of marine food. The Nation is actively involved in sediment and water quality monitoring, habitat enhancement, and restoration programs in Indian Arm and the upland watersheds.

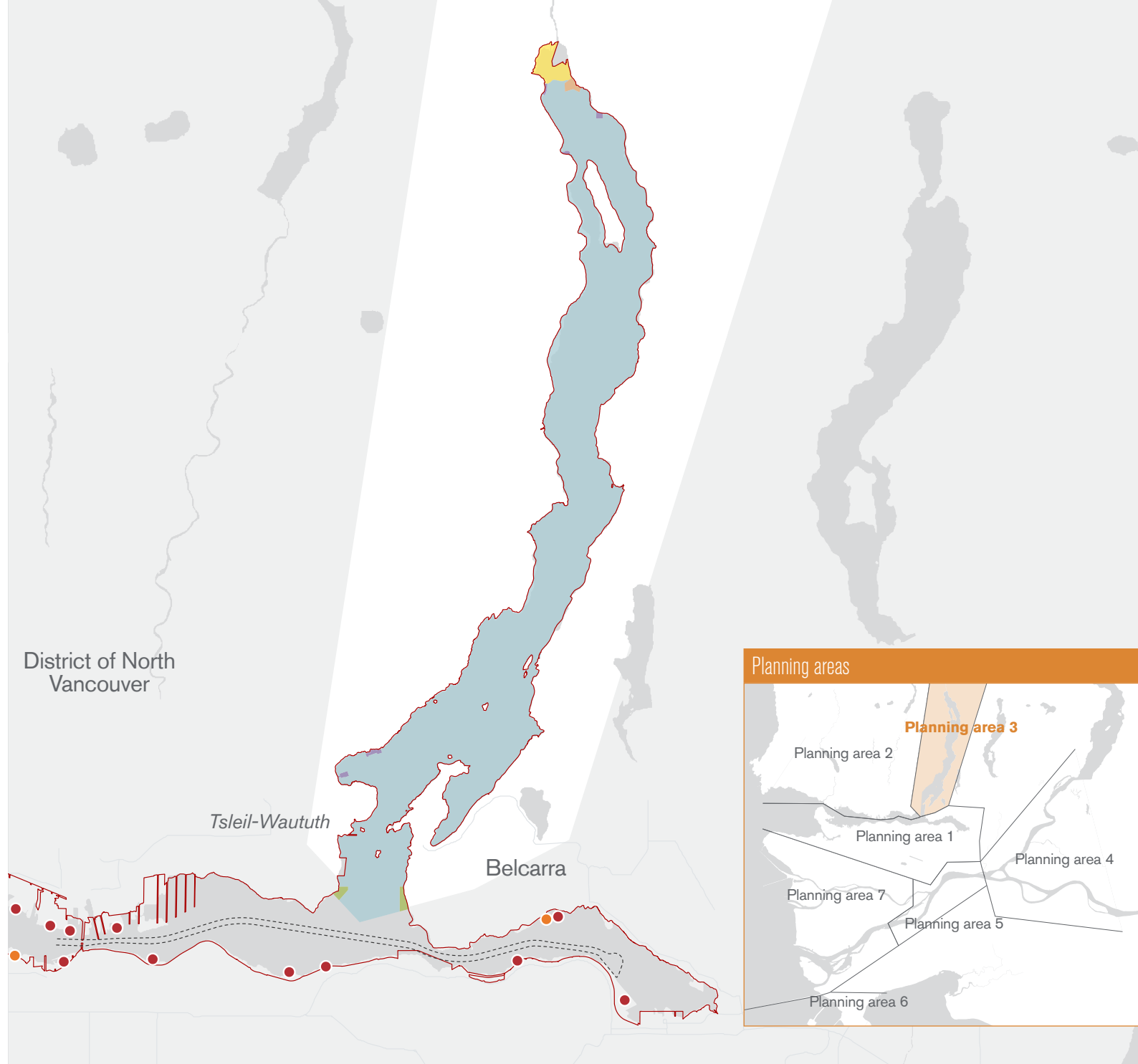
The port authority will continue to work with Tsleil-Waututh Nation to develop a shared vision and framework for collaboration on important programs and initiatives for Indian Arm.

Planning area 3: Indian Arm

Figure 12

- Vancouver Fraser Port Authority-managed federal lands and waters
- Navigation channel
- Major marine terminal
- Major off-dock terminal
- Aa Municipalities
- Aa* First Nation communities

- Land use designation:
- Port terminal
- Industrial
- Commercial
- Log storage and barge moorage
- Recreation
- Conservation
- Port water
- Special study area



8.4 Planning area 4: Fraser River Inland Reaches

The Fraser River Inland Reaches planning area 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, the Township of Langley, the District of Maple Ridge, and the reserve lands of the Katzie First Nation.

The area is used primarily for the movement of forest products, including domestic logs and woodchips. Other forest products include lumber, pulp, and paper, which are moved in containers or as breakbulk through other terminals.



Key features

- Consists of domestic and local navigation channels, which are relatively shallow in depth



Current and anticipated use

- Primarily log storage, industrial, commercial, conservation, and recreational uses
- Future port-related uses will likely continue to include a mix of existing uses



Investments in road and rail infrastructure

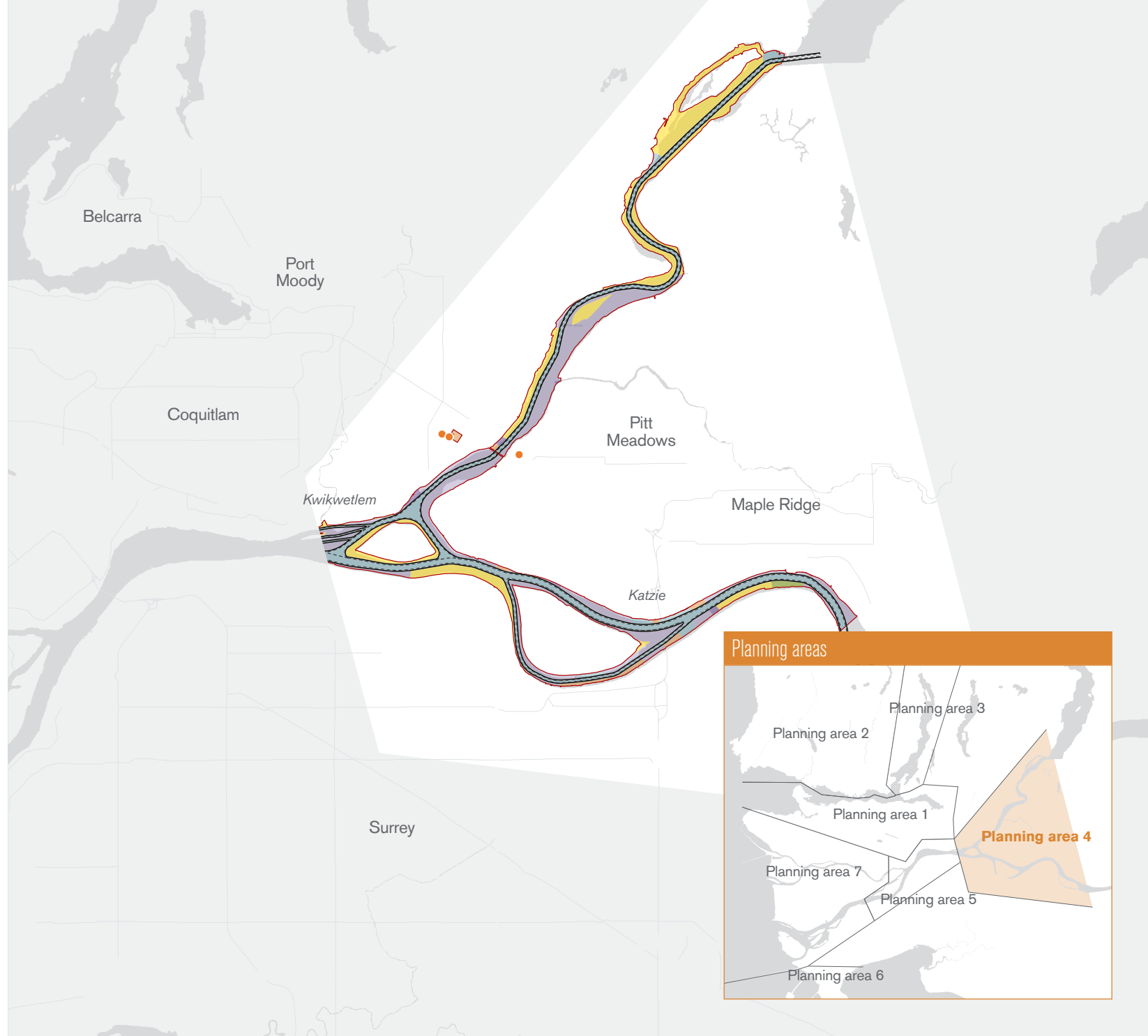
- Pitt Meadows Road and Rail Improvements Project
- Coquitlam Rail Corridor Improvements Project
- Westwood Street Rail Crossing Improvements Project

Planning area 4: Fraser River Inland Reaches

Figure 13

- Vancouver Fraser Port Authority-managed federal lands and waters
- Navigation channel
- Major marine terminal
- Major off-dock terminal
- Aa Municipalities
- Aa First Nation communities

- Land use designation:
- Port terminal
- Industrial
- Commercial
- Log storage and barge moorage
- Recreation
- Conservation
- Port water
- Special study area



8.5 Planning area 5: Fraser River Central

The Fraser River Central planning area extends from approximately 3 kilometres southwest of the south end of the Alex Fraser Bridge, 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, New Westminster, Surrey, and Coquitlam. The western boundary of the planning area coincides with the provincial bed of the Fraser River.

[Major terminals](#) along Fraser River Central include DP World Fraser Surrey and Annacis Auto Terminal. DP World Fraser Surrey handles a variety of bulk and breakbulk products, as well as containers, and Annacis Auto Terminal, located on Annacis Island in Delta, specializes in automobiles. This area includes a main rail yard for Canadian National Railway (CN).

As potential growth becomes limited in the Burrard Inlet North and South Shore planning areas, it is possible that more upland and foreshore areas in planning area 5 will be developed to accommodate port-related activities.

Similar to other areas of the port, the Fraser River Central Planning Area is facing the continued conversion of former industrial lands to residential and other non-industrial uses. This may increase the potential for conflicts between port-related and non-industrial uses in the community. Solutions will require careful planning and collaboration between the port authority and adjacent municipalities and Indigenous groups.



Key features

- Commercial shipping channel up to DP World Fraser Surrey



Current and anticipated use

- A wide variety of existing port-related industrial and commercial uses, including barge moorage, ship repair, shipbuilding, marinas, fueling facilities, log storage, and river-related commercial activities
- Conservation and recreation uses exist in various locations
- Will continue to be the main hub of shipping and goods movement on the Fraser River
- Further intensification of uses is expected in all sectors
- It is possible that more upland and foreshore areas will be developed to accommodate port-related activities



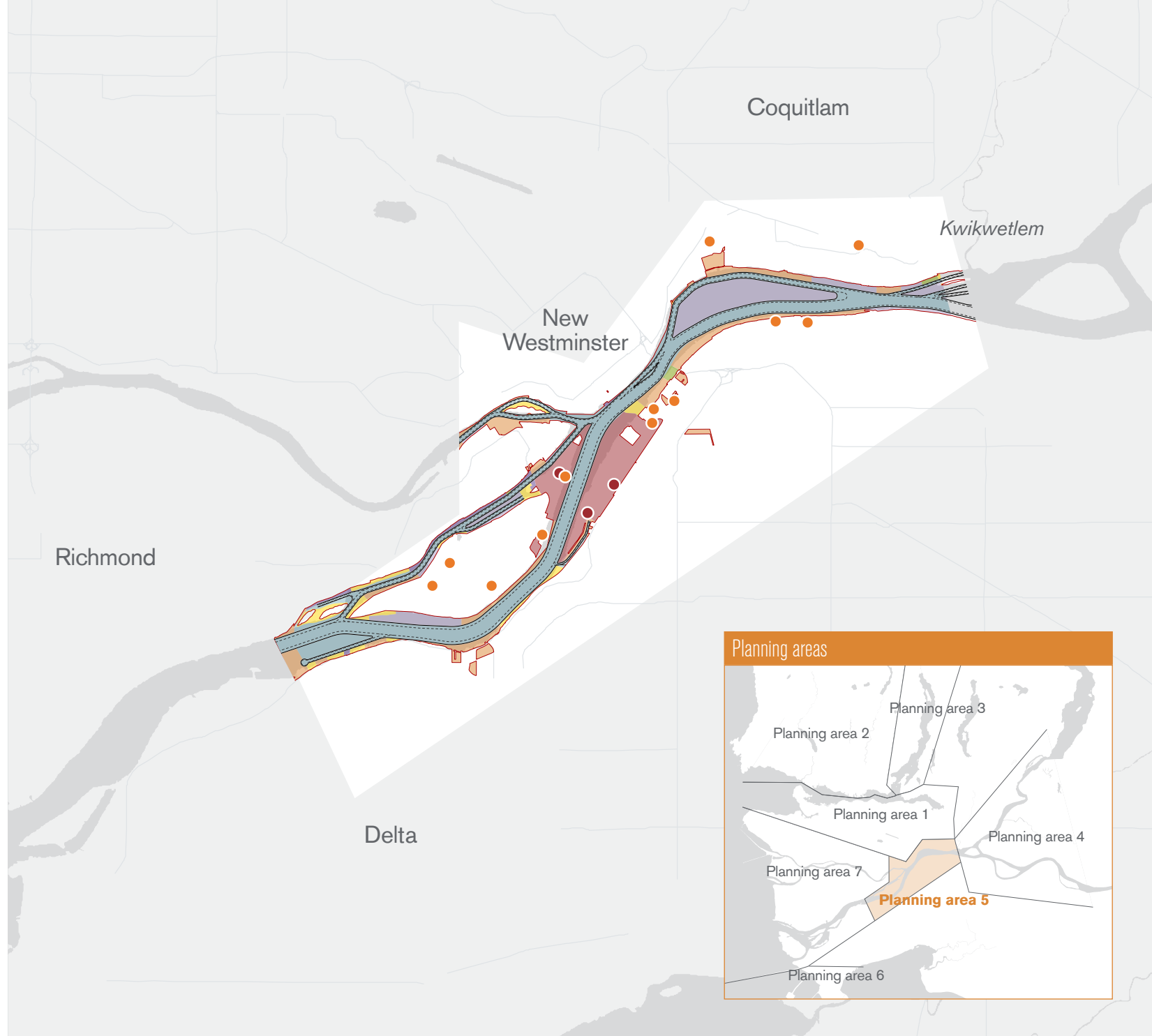
Investments in infrastructure and development

- Fraser Grain Terminal Export Facility Project
- Fraser Surrey Port Lands Transportation Improvement Project
- Pattullo Bridge Replacement Project
- Highway 91/17 Upgrade Project (Sunbury-Nordel)

Planning area 5: Fraser River Central

Figure 14

- Vancouver Fraser Port Authority-managed federal lands and waters
 - Navigation channel
 - Major marine terminal
 - Major off-dock terminal
 - Aa Municipalities
 - Aa First Nation communities
- Land use designation:
- Port terminal
 - Industrial
 - Commercial
 - Log storage and barge moorage
 - Recreation
 - Conservation
 - Port water
 - Special study area



8.6 Planning area 6: Roberts Bank

The Roberts Bank planning area extends into the Strait of Georgia from the foreshore of Delta and the Tsawwassen First Nation lands.

Port authority lands in this area consist of a 105-hectare artificial land mass and causeway originally built by the federal government in the 1960s, expanded in the 1980s, and expanded further by the port authority in 2009 with the Deltaport Third Berth Project.

[Major terminals](#) in the Roberts Bank area include Deltaport and Westshore. In 2019, over 43 million metric tonnes of container and bulk cargo moved through Roberts Bank. The terminals are served by the BC Rail Company, which connects via Deltaport Way in Delta. It is also served by a road system that connects to major regional, national, and U.S. highway systems.

The Roberts Bank planning area is anticipated to undergo significant growth over the next 20 years. The long-term strategy is to deliver projects to meet anticipated growth in container capacity demand through a series of terminal, road, and rail improvements. This planning area also includes the proposed new container terminal known as the Roberts Bank Terminal 2 Project, which would significantly increase container capacity in response to projected demand.



Key features

- A 105-hectare artificial land mass and causeway
- Served by a rail and road system that connects to major regional, national, and U.S. highway systems



Current and anticipated use

- Comprises the Port of Vancouver's largest bulk facility and Canada's largest container facility
- Location of a proposed new container terminal facility



Investments in infrastructure, development, and habitat

- Global Container Terminals (GCT) Intermodal Yard Reconfiguration Project
- 232nd Street Overpass
- Deltaport truck staging facility
- Tsawwassen Eelgrass Project
- Proposed Roberts Bank Terminal 2 Project

Planning area 6: Roberts Bank

Figure 15

- Vancouver Fraser Port Authority-managed federal lands and waters
 - Navigation channel
 - Major marine terminal
 - Major off-dock terminal
 - Aa Municipalities
 - Aa First Nation communities
- Land use designation:
- Port terminal
 - Industrial
 - Commercial
 - Log storage and barge moorage
 - Recreation
 - Conservation
 - Port water
 - Special study area



8.7 Planning area 7: Fraser River North, South, and Middle Arm

The Fraser River North, South (also referred to as the Main Arm), and Middle Arm planning area extends from the North Arm Jetty and Sturgeon Bank to the north end of Boundary Road in New Westminster, and from the Sand Heads to just east of Tilbury Island. It borders the University of British Columbia, Vancouver International Airport, the municipalities of Vancouver, Richmond, Burnaby, Delta, and New Westminster, and the reserve lands of the Musqueam Indian Band.

The port authority maintains navigational jurisdiction in this planning area and holds a number of properties in the upland to support trade activities in the north, part of the south, and the middle arms of the Fraser River.

[Major terminals](#) in the Fraser River North, South, and Middle Arm area include Richmond Auto Terminal. This area also includes Richmond Logistics Hub, an industrial area with excellent transportation access, including through the CN rail line, the Fraser River, arterial roadways, and major highways. The Richmond Logistics Hub has some of the highest volumes and most concentrated drayage truck activity in the region. This planning area includes terminal sites capable of supporting substantial growth in trade activity.

This area forms a strategically located logistics and distribution hub important for the efficient movement of goods to and from the Lower Mainland's four container terminals (Deltaport, Vanterm, Centerm, and DP World Fraser Surrey).



Key features

- Close proximity to the Vancouver International Airport (YVR)
- Includes Richmond Logistics Hub, a 283 hectares (700 acres) industrial area
- One of the most significant distribution and logistics industrial areas in the Lower Mainland



Current and anticipated use

- Currently a mix of industrial and port terminal uses, plus other uses
- Further intensification of port-related uses on existing sites is likely



Investments in infrastructure and development

- Vancouver Airport Fuel Delivery Project
- Spire Distribution Warehouse Project
- Portside/Blundell Road Improvements Project

Planning area 7: Fraser River North, South, and Middle Arm

Figure 16

- Vancouver Fraser Port Authority-managed federal lands and waters
 - Navigation channel
 - Major marine terminal
 - Major off-dock terminal
 - Aa Municipalities
 - Aa First Nation communities
- Land use designation:
- Port terminal
 - Industrial
 - Commercial
 - Log storage and barge moorage
 - Recreation
 - Conservation
 - Port water
 - Special study area



Land use plan implementation

- 9.1 Role of the port authority
- 9.2 Role of partners
- 9.3 Implementation measures
- 9.4 Monitoring and reporting
- 9.5 Amendments to the plan

9.1 Role of the port authority

The port authority has primary responsibility for implementing the land use plan policy directions and initiatives, although in many cases implementation will happen in conjunction with other partners. The implementation measures outlined in this section, and measures to be developed in the years to come, serve as an action plan for the port authority and the broader port community. Implementation measures and monitoring demonstrate the port authority's commitment to acting on the directions established in the plan.

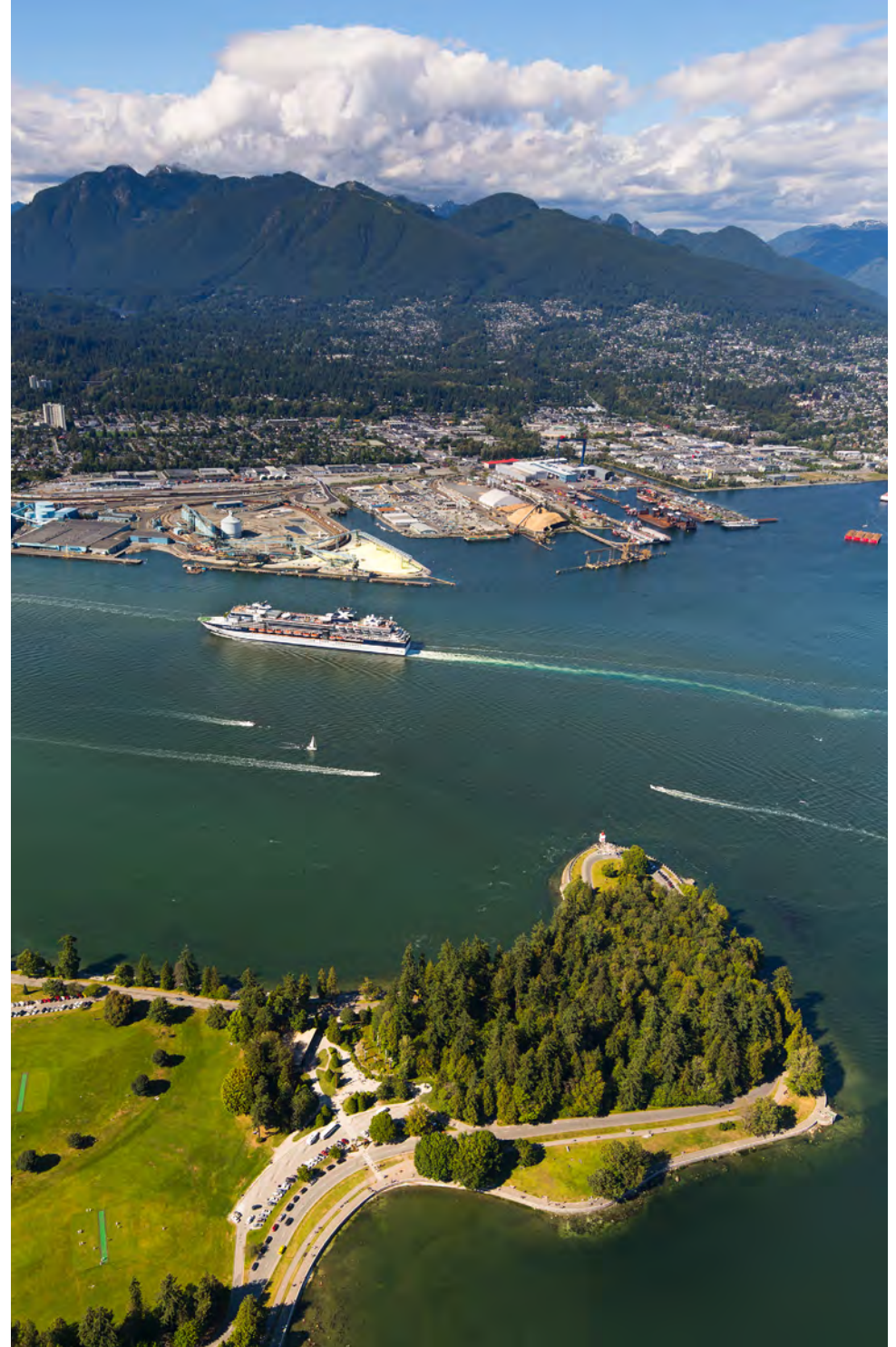
Project and environmental review process

The project and environmental review process is used by the port authority to evaluate and consult on proposed works and activities within the port authority's jurisdiction. The process is used to fulfill the requirement of the [Impact Assessment Act](#), and other policies and regulations applicable to the port. The process includes planning best practices and environmental reviews intended to confirm that proposed projects will not result in significant adverse environmental effects. All proposed developments on port lands and waters must be consistent with this land use plan.

9.2 Role of partners

Port authority partners play a crucial role in the implementation of the land use plan. In some cases, partners will take the lead in providing the context for achieving the goals and objectives of the plan, since the long-term prosperity of the Port of Vancouver and its surrounding communities are so closely interrelated. Key partners in implementing the plan include the following:




- Terminal operators, customers, and tenants, through their operations, new projects, corporate initiatives, and investments in the gateway
- Municipalities and Indigenous groups, through their role in managing the growth of their own communities in a way that supports efficient and effective access to port lands, addressing potential conflicts along the interface between the port and nearby residents and businesses, and capitalizing on the economic and other opportunities that a thriving port can offer
- Federal government, provincial government, and regional agencies, through collaborative planning and delivery of infrastructure that supports efficient and effective port operations and sustainable growth
- Transportation service providers, through the delivery of efficient and effective road, rail, transit, and water-based transportation infrastructure and services that enable fluid cargo, passenger, and port worker movements in a manner that is sensitive to the impacts on host communities and supply-chain requirements
- Neighbourhoods and individuals, through engaging with the port authority in ongoing and new initiatives, and being aware of the role the port authority plays in the livability and prosperity of the region



9.3 Implementation measures

The measures identified below were developed to reflect the port authority's commitment to the sound management of lands and waters in our jurisdiction, and achieving the land use plan's goals, objectives, and policy directions. Additional implementation measures will be developed over time and integrated into the port authority's programs.

Land use plan implementation measures

 Associated with Goal 1	 Timeline 			
Implementation measure	Short 2020-2022	Medium 2022-2024	Long 2024+	Ongoing
Explore and pursue initiatives with local governments, the Province of British Columbia, and other agencies to protect the region's trade-enabling industrial land base, and identify opportunities to expand the trade-enabling industrial land base to meet the region's long-term needs.				●
Continue to work with governments and other agencies on the development of a regional flood management plan.	●	●		
Undertake a comprehensive review of each site designed as a special study area in the land use plan to determine the site's suitable long-term use. This review will include consultation with affected communities, governments, agencies, and stakeholders prior to the associated amendments to this land use plan.	●	●	●	
Review and update the Port 2050 scenarios and monitoring program, including dialogue with stakeholders, partner agencies, and Indigenous groups, to reflect anticipated global trends and issues that may impact the port in the decades to come.	●			
Explore and pursue opportunities to ensure the long-term capacity and competitiveness of the cruise sector for the region.	●	●		
Develop a climate change adaptation strategy to support and inform decision-making and reduce the potential long-term costs and impacts associated with climate change.	●	●		



Associated with Goal 2

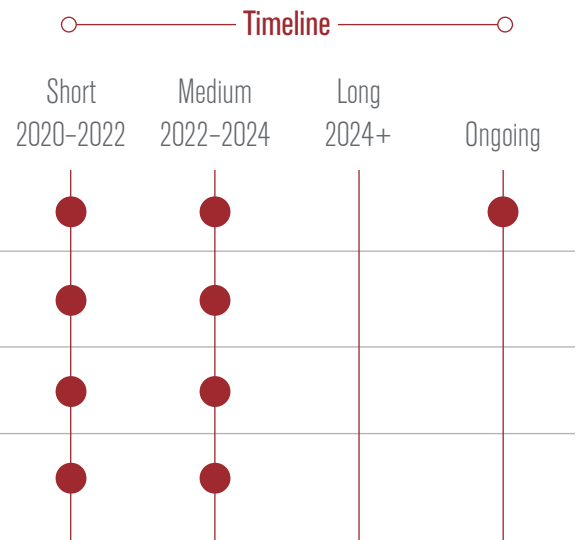
Implementation measure

Continue to participate in the Gateway Transportation Collaboration Forum to identify, prioritize, advocate for, and invest in infrastructure and support systems throughout the gateway.

Evaluate the viability of expanded short sea shipping within the gateway in collaboration with port industries, customers, and transportation service providers.

Assess options regarding the implementation of active vessel traffic management to increase efficiency and fluidity in the gateway.

Develop a platform that will provide greater insights into western Canadian supply-chain performance to aid industry stakeholders in optimizing port network capacity.





Associated with Goal 3

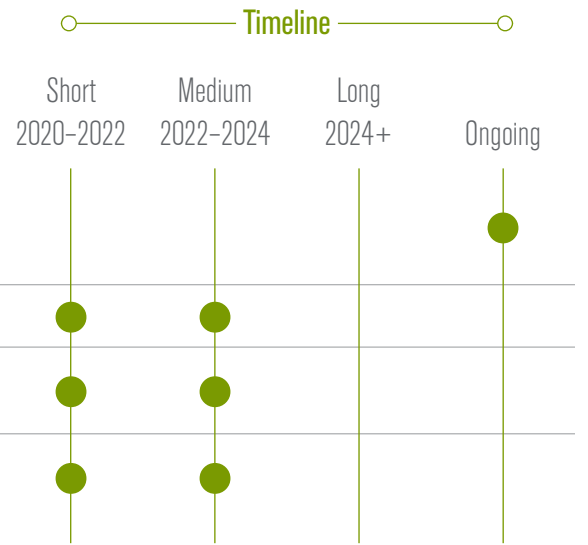
Implementation measure

Complete regular inventories of port-related emissions, work collaboratively to develop emissions-reductions strategy, implement a portfolio of innovative programs and initiatives that promote emissions reductions, and plan for the longer-term transition to clean, low-carbon energy.

Prepare and implement sustainable infrastructure guidelines for development on port lands and waters.

Collaborate internationally with ports and industry to advance innovative climate policy and initiatives such as the Northwest Ports Clean Air Strategy and World Ports Climate Action Program.

Continue to implement and monitor the port authority's habitat enhancement program, designed to offset and appropriately mitigate potential adverse impacts on fish or wildlife habitat from port activity.



Associated with Goal 4

Implementation measure

Maintain and monitor the port authority's Community Investment Program.

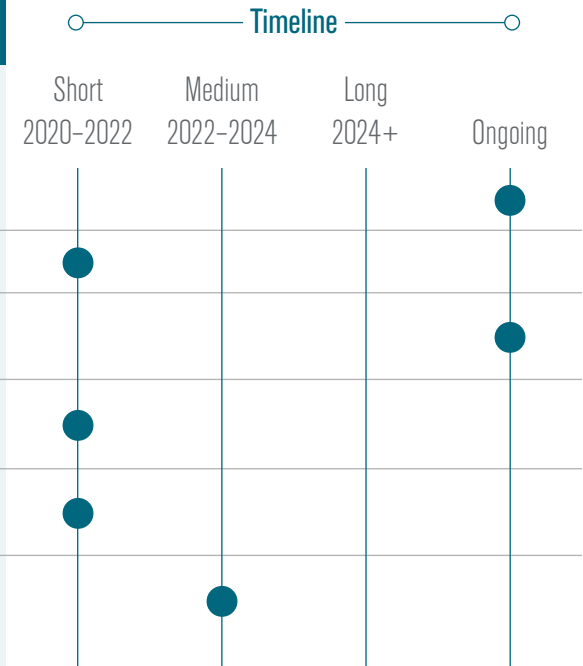
Update and implement the port authority's guidelines for recreational docks.

Develop and implement the Smart Fleet Trucking Strategy to improve the efficiency of port-related container truck traffic.

Develop archeological review guidelines based on best practices to assist in the review of development proposals.

Develop Chance Find Procedure guidelines to ensure a consistent approach to the management of discovered archeological resources.

Evaluate and determine if the East Vancouver Port Lands Area Plan needs to be updated, in consultation with the Burrardview Community Association, the City of Vancouver, and area residents.



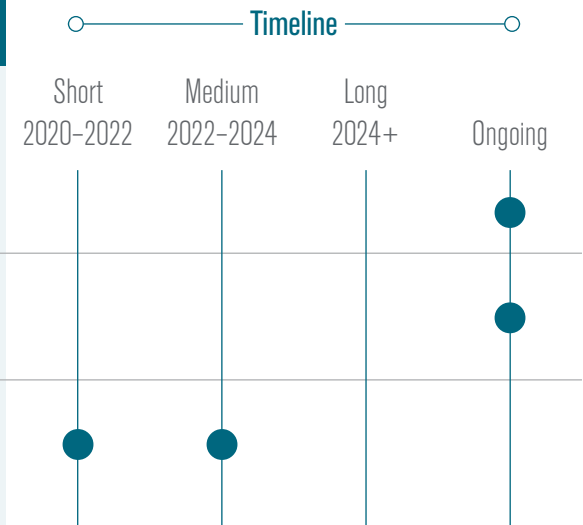
Associated with Goal 5

Implementation measure

Implement a municipal outreach program in order to proactively guide efforts to maintain and further develop the port authority's working relationships with local governments and Metro Vancouver.

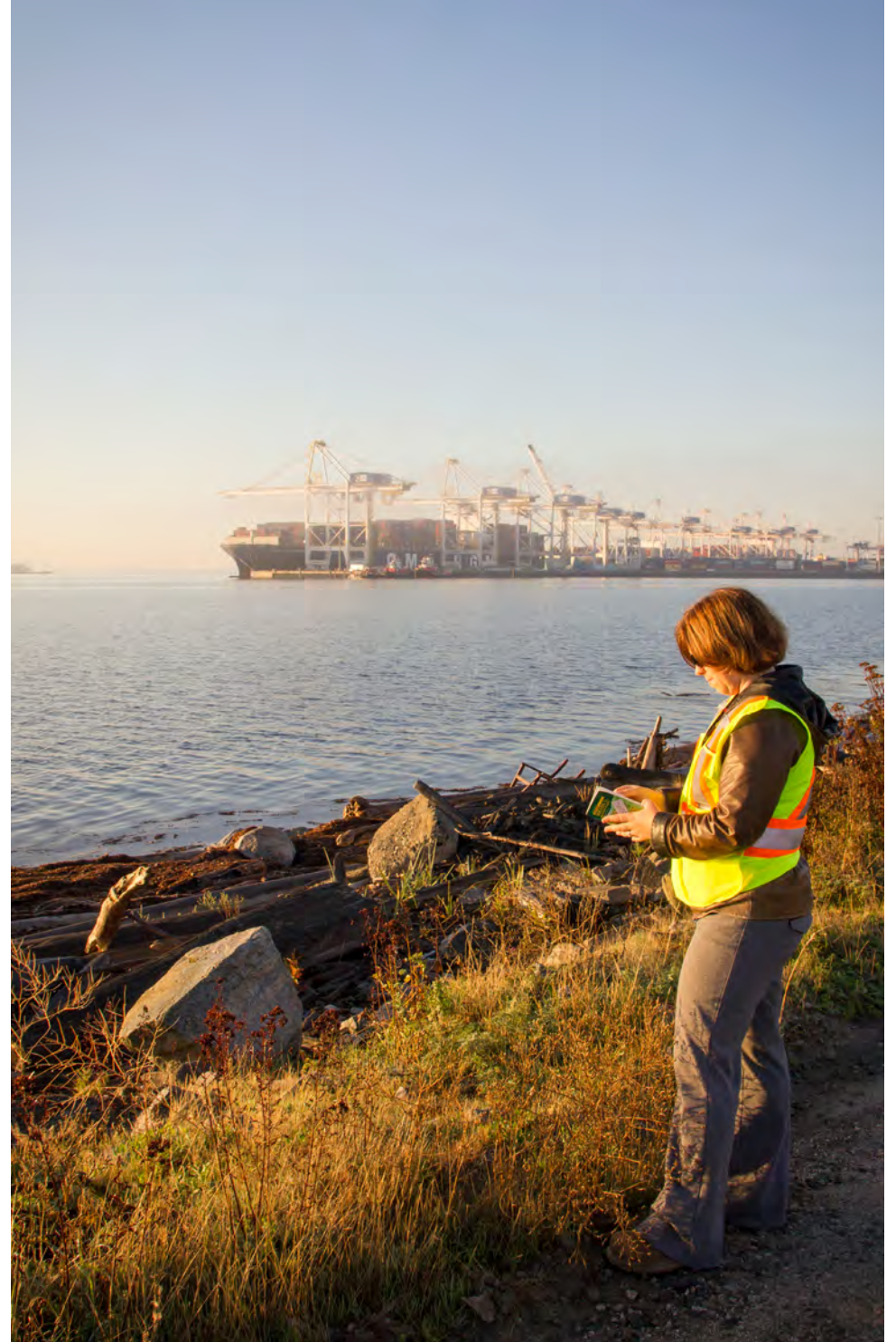
Support ongoing communication with customers, stakeholders, local governments, Indigenous groups, and relevant agencies through measures such as the Municipal Engagement Program, Indigenous Relations Strategy, community liaison committees, and regular dialogue and engagement activities.

Explore opportunities to collaborate with the Tsleil-Waututh Nation on matters of shared interest in the Indian Arm, including identifying ways to raise cultural awareness of Indigenous peoples, and considering additional designation of lands to protect key conservation areas.



9.4 Monitoring and reporting

The Vancouver Fraser Port Authority Land Use Plan is intended to be adaptable to changing conditions. Through monitoring and reporting, we are able to ensure that the land use plan will guide the current and future management of the lands and waters in our jurisdiction while also being responsive to new opportunities, changing market circumstances, and new ideas. Reporting on the implementation of the land use plan will be undertaken through biannual sustainability reporting to ensure that stakeholders and the public are aware of progress towards achieving the goals and objectives of this land use plan.



9.5 Amendments to the plan

The land use plan is approved by the Vancouver Fraser Port Authority's board of directors. The port authority will consider the need for a major review of the plan five years after its adoption or last major update. The port authority may also consider an earlier review of the plan, should it be deemed necessary.

In order to keep the plan relevant and to adjust to changing circumstances in support of the mission and vision of the Vancouver Fraser Port Authority, the plan may be amended by the board from time to time, outside of the five-year major reviews of the plan. An amendment to one element of the plan may affect several other interdependent elements of the plan. Therefore, any proposed amendment will require a thorough assessment of the potential impacts on the balance of the plan.

Amendment process

Amendments to the land use plan are initiated by the Vancouver Fraser Port Authority, and must be consistent with applicable provisions of the [Canada Marine Act](#).

■ Minor amendments

Minor amendments would not have a substantive impact on the policies and directions of the land use plan. These may include minor wording refinements, technical updates, or minor designation boundary amendments to reflect lease area adjustments. Consultation is generally not required for such amendments. The Vancouver Fraser Port Authority will post information on minor amendments and maintain an up-to-date version of the land use plan on our website.

■ Substantive amendments

Substantive or major amendments to the plan would have a significant impact on the policies and directions of the land use plan. These may include changes to land use designations for specific sites, inclusion of new acquisitions or dispositions of land, or substantive revisions to goals, objectives, and/or policy directions as set out in the land use plan.

For substantive amendments, the *Canada Marine Act* sets out procedural requirements for public notice and adoption by the board of directors. The port authority will solicit input from interested parties for all proposed substantive amendments to the land use plan. The Vancouver Fraser Port Authority will post information on substantive amendments and maintain an up-to-date version of the land use plan on our website.

10.0

Glossary

A → Z



Berth: An area of water allocated for the wet storage of vessels attached to a fixed or floating structure allowing walk-on access to vessels

Booming grounds: An area where boats are used to push or pull logs, booms, bundles, or bags for temporary storage prior to shipping

Breakbulk cargo: Generalized cargo that is not in containers but may be bundled into specific units. Typical breakbulk cargo includes goods such as lumber, steel, pulp, and machinery.

Channel: An unobstructed waterway that allows the movement of vessel traffic

Deep water: A minimum water depth of 2 metres, relative to the Canadian Hydrographic Service Chart Datum

Dock (fixed pier): A non-floating structure extending seaward beyond the shore and to which a ramp (gangway) is usually attached

Dry bulk cargo: Dry cargo that is poured or transferred into ships in bulk, such as grain, sulphur, coal, and metal and mineral concentrates

Environmental review: A review and evaluation of the possible impacts that a proposed project may have on the environment

Foreshore: The lands located between the legal high water mark and the average high water mark

Intermodal: The transshipment of cargo by means of multiple interconnected methods, including rail, water, air, and road

Letters Patent: The letters patent for the Vancouver Fraser Port Authority issued by the minister of transport under the authority of the *Canada Marine Act* that are contained in the Certificate of Amalgamation and that set out the powers of the Vancouver Fraser Port Authority to operate the Port of Vancouver, as amended by supplementary letters patent issued by the minister of transport from time to time

Liquid bulk cargo: Liquid cargo, such as crude petroleum, refined petroleum, edible oils, and petrochemicals, that is poured or pumped into or out of ships

Moorage: A specific location in the water where vessels such as ships, boats, and barges are able to tie up at a berth or anchorage

Off-dock: Non-marine facilities that assist and extend a port's container and cargo-handling capability by shifting and performing services such as temporary storage, customs clearance, and transloading of containers, containerized cargo, and general cargo away from the port's main areas of marine and ship-handling activity

Off-dock facilities tend to be located in or near major cities and are typically well-connected by road and rail, which facilitates the transfer of containers from the facilities to the marine terminals and vice versa

Project cargo: Cargo that is destined for major resource and energy construction projects in Western Canada; typically, they are overweight and/or oversized cargoes

Shoreline: The general line defined where the water meets the land

TEUs: Twenty-foot equivalent units are the standard measurement for containers. Containers or 'boxes' can come in different sizes: 20-, 40- and 45-foot units. A 40-foot container would equate to two TEUs.

Vancouver Fraser Port Authority (the port authority): A non-shareholder corporation under the *Canada Marine Act*, responsible for the stewardship of the lands and waters that make up the Port of Vancouver

Vessel: Any ship, boat, barge, raft, dredge, floating elevator, float plane, or other floating craft

Water lot: A property that is wholly or partially covered by water

December 8, 2020

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