



Engagement Summary Report

February 2020

Vancouver Fraser Port Authority
Land Use Plan Update
Phase one engagement
Fall 2019

Kirk&Co.

ABOUT KIRK & CO. CONSULTING LTD.

Kirk & Co. is a recognized industry leader in designing and implementing comprehensive public and stakeholder consultation and engagement programs. Utilizing best practices, consultation and engagement programs are designed to maximize opportunities for input. Kirk & Co. independently analyzes and reports on public and stakeholder input.

The views represented in this engagement summary report reflect the priorities and concerns of engagement participants. They may not be representative of the views of the public and other stakeholders because participants self-selected into the land use plan update phase one engagement, and therefore do not reflect a random sample.

Contents

1.0 Background	01	Appendix 1
2.0 Public and stakeholder engagement: November 18 – December 9, 2019	02	Interactive map comments and responses
2.1 Purpose	02	Appendix 2
2.2 Engagement participation	03	Notification Materials
2.3 Engagement topics	03	Appendix 3
2.4 Notification	04	Engagement materials
2.5 Engagement methods	04	
2.5.1 Discussion guide and feedback form, online engagement platform and written submissions	04	
2.5.2 Interactive map showing proposed land use designation changes	05	
2.5.3 Small group meetings	05	
2.5.4 Engagement with municipalities and regional agencies	06	
2.5.5 Open House	06	
3.0 Indigenous consultation	07	
4.0 What we heard: public and stakeholder engagement	08	
4.1 Key themes from small group meetings	08	
4.2 Feedback forms	11	
4.3 Written submissions	22	
4.4 Feedback from municipalities and regional agencies	23	
4.5 Interactive map	25	
5.0 What we heard: Indigenous consultation	26	
5.1 Key themes from Indigenous consultation	26	
5.2 Interactive map	26	
6.0 Next steps	27	

1.0

Background

The Vancouver Fraser Port Authority is a federal agency that, on behalf of all Canadians, is responsible for the stewardship of the lands and waters that make up the Port of Vancouver. The port authority's mandate is to enable Canada's trade objectives, ensuring goods are moved safely while protecting the environment and considering local communities. This includes advancing environmental initiatives, and conducting project and environmental reviews of works and projects proposed for port lands and waters.

The *Canada Marine Act* requires that all port authorities have a land use plan. The Vancouver Fraser Port Authority's land use plan describes its long-term land use policy directions and its commitment to accommodate future trade growth in a socially, environmentally and economically responsible way.

This current plan provides a framework to guide existing and future development of the lands and waters the port authority manages for the next 15 to 20 years.

The plan includes:

- Land and water designations, each with a specific intent and list of 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

The port authority's land use plan is used to:

- Communicate the port authority's long-term land use policy directions
- Guide land use and future growth opportunities
- Help current and future port tenants and customers identify areas to invest in new or expanded 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 how community interests will be considered

2.0

Public and stakeholder engagement: November 18 – December 9, 2019

2.1 PURPOSE

The port authority's current land use plan was adopted in 2014 and was developed in consultation with more than 1,000 people representing municipalities, Indigenous groups, government agencies, environmental organizations, businesses, industries, and members of the public.

The port authority is engaging local governments, Indigenous groups, the public and stakeholders now to receive feedback on potential updates to the land use plan to ensure it remains current and reflects future market trends critical to Canada's growing trade, while continuing to support communities, Indigenous groups and generating benefits for all Canadians.

A two-phased engagement process will occur; the first phase was completed in fall 2019, and a second phase is scheduled to commence in spring 2020. Input collected from local governments, Indigenous groups, the public and stakeholders in phase one will be considered during development of the draft updated land use plan. During phase two, the port authority will provide a draft updated land use plan for review.

Project timeline



2.2. ENGAGEMENT PARTICIPATION

There were a total of **166 participant interactions** during phase one engagement:



46

people attended five small group meetings



33

people submitted comments through an interactive map



59

people provided input through online feedback forms



5

municipalities, provincial ministries or regional agencies provided written submissions



12

people provided input through written submissions



11

people attended an open house

2.3. ENGAGEMENT TOPICS

Engagement questions were centered on the five goals, objectives and policy directions in the 2014 land use plan, which are:

1. Manage port growth and activity in support of Canada's competitiveness and trade objectives while preparing for anticipated transitions in the global economy
2. Be a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region
3. Be a global leader among ports in the environmental stewardship of the lands and waters it manages
4. Port activity and development is a positive contributor to local communities and Indigenous groups
5. Be a leader in communication and engagement in support of the use and development of port lands and waters

Based on these five goals, feedback was requested on the following four engagement topics:

- Protection and intensification of trade-enabling industrial land
- Cargo, traffic and passenger movement
- Maintaining a healthy environment
- Working together for continued success

There was also an opportunity to provide additional comments on other ideas that need to be considered to achieve or exceed the goals.

Engagement materials also included proposed changes to land use plan designations via the interactive mapping tool.

2.4. NOTIFICATION

Notification activities to inform the public and stakeholders about engagement opportunities were broad and included:



Stakeholder emails

229 emails to stakeholders, inviting them to attend small group meetings or participate online



Emails

An email to 933 people who have registered for updates regarding the port authority's land use plan



Social Media

- Four tweets, two Facebook posts and two LinkedIn posts on the port authority's social media channels
- Three digital ads on Instagram and Facebook, reaching residents of the Lower Mainland over a two-week period
- A total of 111,409 impressions were recorded as a result of the above social media activity, including 1,070 link clicks to the online engagement platform and 253 likes, comments or shares



Newspaper

Newspaper advertisements in the Vancouver Sun, Province and Star-Metro Vancouver on November 12, 2019

A copy of notification materials can be found in Appendix 2.

2.5. ENGAGEMENT METHODS

2.5.1. DISCUSSION GUIDE AND FEEDBACK FORM, ONLINE ENGAGEMENT PLATFORM AND WRITTEN SUBMISSIONS

The port authority developed a discussion guide that included a summary of its current land use plan, the engagement topics that it was seeking feedback on, and a form to gather feedback.

An online engagement platform, portvancouver.com/landuseplanengagement, was developed for the engagement process. The online platform included content from the discussion guide and an online version of the feedback form.

Participants were also able to provide comments by email to landuse.plan@portvancouver.com.

The discussion guide and feedback form can be found in Appendix 3.

2.5.2. INTERACTIVE MAP SHOWING PROPOSED LAND USE DESIGNATION CHANGES

In addition to the discussion guide, the port authority also provided an interactive map that was available online at portvancouverLUPmap.com. This interactive map allowed users to view information on existing land use designations, proposed land use designation changes and a description for the suggested updates. Users could filter and view the proposed updates by municipality and by proposed land use designation category.

Screenshots of the interactive map can be found in Appendix 3.

2.5.3. SMALL GROUP MEETINGS

The port authority held five small group meetings to provide an opportunity for stakeholders to learn more about and share their feedback on proposed updates to the land use plan. Invitations were emailed to 136 stakeholders and a total of 46 people representing municipalities, terminal operators, off-dock facilities, port tenants, transportation companies, environmental organizations and government agencies attended.

Each of the meetings included a presentation by port authority staff, followed by facilitated small group discussions and opportunities to ask questions of project team members. Feedback was captured on flip charts and summary meeting notes were taken at each meeting.

Meetings were held at the port authority's office on the following dates:

Meeting dates and times	Attendees
Monday, November 18, 2019, 2:00–4:00 p.m.	12
Tuesday, November 19, 2019, 9:00–11:00 a.m.	6
Friday, November 22, 2019, 9:00–11:00 a.m.	8
Monday, November 25, 2019, 9:00–11:00 a.m.	10
Tuesday, November 26, 2019, 9:00–11:00 a.m.	10

2.5.4 ENGAGEMENT WITH MUNICIPALITIES AND REGIONAL AGENCIES

The port authority invited municipalities and regional agencies to attend small group meetings and provide feedback to the engagement process.

The port authority had follow-up meetings or video conferences with the City of Delta, Metro Vancouver and TransLink. These sessions were intended to discuss the land use plan update as it relates to applicable jurisdictions as well as proposed designation changes within individual municipalities.

A summary of input received from municipalities and regional agencies can be found in section 4.4 on page 23.

2.5.5 OPEN HOUSE

An open house was held from 4:00–7:00 p.m. on Wednesday, November 27, 2019 at the Port of Vancouver Discovery Centre at Canada Place, which provided an opportunity for community members to speak with the project team and ask questions about the land use plan.

Display boards with information from the discussion guide were set up around the room to facilitate discussion. Copies of the discussion guide and feedback form were available and attendees were encouraged to complete the feedback form during the open house on tablets, at home or online.

Eleven people attended the open house.

3.0

Indigenous consultation

The port authority, as a federal agency under the *Canada Marine Act*, is required to consult with Indigenous groups on actions that might adversely impact Aboriginal and/or Treaty rights. Indigenous consultation mirrored the public and stakeholder process with regards to the engagement topics, goals and mapping.

The port authority sent initial engagement letters to forty Indigenous groups, requesting a meeting to introduce the land use plan update. To date the port authority has met with eleven First Nations.

Meetings were organized by port authority staff and were held at the respective Nation's government offices or at the Vancouver Fraser Port Authority office. Each meeting included a presentation by port authority staff followed by discussions and opportunities to ask port authority staff questions. Meetings were held on the following dates.

Meeting dates and times

Tuesday, November 12, 2019, 1:00 – 2:30 p.m.

Friday, November 15, 2019, 1:30 – 3:00 p.m.

Monday, December 9, 2019, 1:00 – 2:30 p.m.

Tuesday, December 10, 2019, 3:00 – 4:30 p.m.

Wednesday, January 8, 2020, 10:00 – 11:30 a.m.

Monday, January 13, 2020, 1:00 – 2:30 p.m.

Friday, January 24, 2020, 10:00 – 11:30 a.m.

4.0

What we heard: public and stakeholder engagement

4.1 KEY THEMES FROM SMALL GROUP MEETINGS

The following are key themes from each of the five small group meetings, organized by engagement topic:

Meeting 1 – November 18, 2019

Topic 1: Protection and intensification of trade-enabling industrial land

- There is a shortage of available industrial land and a need to protect it from competing uses. To do so, the port authority should work with local governments to preserve the limited industrial lands remaining within municipal jurisdictions.
- There should be coordination between the port authority and other agencies in the planning of industrial land, as other levels of government such as Metro Vancouver are undertaking planning initiatives that could create opportunities for alignment with the port authority's land use plan.
- Inland terminals could be utilized by the port authority to improve the efficiency of terminals and move stuffing/destuffing and customs-related activities off of valuable waterfront land.

Topic 2: Cargo, traffic and passenger movement

- The port authority should work with other entities to encourage innovative transportation options like short sea shipping as an alternative to truck movements on roads.
- Improve transit options for workers traveling to and from industrial lands since these employees represent a large segment of the workforce but their commutes are often not fully considered by transit services.

Topic 3: Maintaining a healthy environment

- Improve public communication of the port authority's environmental restoration projects and initiatives.
- It is important to quantify the port authority's environmental goals and how these goals have been, are being, or will be achieved.

- Expand work with Indigenous groups to develop government-to-government partnerships.
- Align engineering and design standards at ports with best practices in sustainability and adapt them to a changing world. These standards should factor in technological changes such as autonomous vehicles, which have the potential to transform the urban landscape.

Topic 4: Working together for continued success

- The port authority can better communicate the importance of trade and the trade-offs necessary to sustain the growth in the region, as it is important to show the public how economic decisions in other parts of Canada will influence the Lower Mainland.
- Further discussions are needed between the port authority and its municipal partners to ensure their respective plans are aligned, specifically regarding the planning and preservation of industrial land.

Meeting 2 – November 19, 2019

Topic 1: Protection and intensification of trade-enabling industrial land

- The port authority and municipalities could collaborate on the planning of industrial land. This collaboration would also include working with other levels of government and Metro Vancouver, which is working on land use planning initiatives in parallel to, instead of in concert with, the port authority.
- Investigate opportunities for financial partnerships between the port authority and private industry to purchase and preserve industrial land.

Topic 2: Cargo, traffic and passenger movement

- Alternatives to truck transportation should be explored and encouraged (e.g., short sea shipping, short line railways, etc.).
- The port authority's planning of truck movements should consider impacts on communities and implementation measures to improve community safety, such as warning lights, crossings, and regular truck traffic audits.

Topic 3: Maintaining a healthy environment

- The port authority is doing good work on environmental restoration projects and initiatives, such as the Enhancing Cetacean Habitat and Observation (ECHO) Program. It must consider improving communications of these undertakings while also clarifying the port authority's environmental goals and how it's achieving them.
- Encourage and incentivize businesses that are involved in port operations, to be sustainability leaders in their respective industries.

Topic 4: Working together for continued success

- Attendees expressed appreciation for the port authority's efforts to engage with stakeholders regarding the land use plan update.

Meeting 3 – November 22, 2019

Topic 1: Protection and intensification of trade-enabling industrial land

- There is a shortage of available industrial land and a need to protect it from competing uses. To do so, the port authority should work with local governments to preserve the limited lands remaining within municipal jurisdictions.
- The port authority could consider new ways to integrate industrial lands, such as access to smaller plots of land, multimodal use, partnerships between tenants, and co-locating on industrial lands.

Topic 2: Cargo, traffic and passenger movement

- Use waterways, consider double-stacked trucks, and create a space for innovative ideas that will reduce the number of transport trucks on roads.
- Collaboration between the port authority and the federal government can be continued, to invest in relieving bottlenecks in B.C. through programs such as the National Trade Corridors Fund.

Topic 3: Maintaining a healthy environment

- More can be done to communicate the port authority's environmental restoration projects and initiatives. The public needs to know the port authority's environmental goals and how it's achieving them, due to the waterfront proximities of ports.

Topic 4: Working together for continued success

- Further discussions are needed between the port authority and its municipal partners to ensure their respective land use planning is aligned.
- Small group meetings such as these are an excellent forum for attendees to learn from each other and provide context outside of their usual perspectives.
- These meetings offer opportunities for industry, governments and community groups to come together to listen to each other's concerns, which can lead to the development of collaborative solutions.

Meeting 4 – November 25, 2019

Topic 1: Protection and intensification of trade-enabling industrial land

- Use of existing industrial lands should be intensified and the port authority should guide that intensification process by incentivizing tenants, setting sustainability goals, and adapting engineering design standards to changing needs.
- Public opposition towards industrial lands can be mitigated by reducing the visibility of operations, introducing "green" barriers, and improved communication with the public.

Topic 2: Cargo, traffic and passenger movement

- There have to be other modes of transportation that can move cargo, specifically, so the port authority should work with partners to create new options that take trucks off of the roads around Metro Vancouver.
- The port authority should work closely with local groups and governments on transportation issues, bringing these parties together to establish better regional planning.

Topic 3: Maintaining a healthy environment

- An increased level of public communication is needed for the port authority to broaden understanding of the environmental projects and initiatives it has. This could include a reporting out on how the port authority is progressing in achieving its environmental goals.
- Explore the idea of better public access to port lands, such as beach access, boat launches, and recreational space.
- Consider the potential for industrial lands to serve as refuge for wildlife and birds due to their distance from urban activities and, in some cases, more natural environments.

Topic 4: Working together for continued success

- Better communication is needed regarding the port authority's sustainability efforts to the public, perhaps through a stronger presence at community events, so people hear about all of the good work the port authority is doing.

Meeting 5 – November 26, 2019

Topic 1: Protection and intensification of trade-enabling industrial land

- A shortage of available industrial land in municipal and port authority jurisdiction is acknowledged, and all levels of local government need to work together and with the port authority to protect it from commercial or residential development.
- There may be opportunities for financial partnerships between the port authority and private industry to purchase and preserve industrial lands.

Topic 2: Cargo, traffic and passenger movement

- Consider new transportation options for the many employees of companies located on waterfront industrial lands. If more reliable options that don't require too much walking are offered, that could translate to less cars on roads. These commutes are currently not fully considered by transit services.
- The port authority should collaborate with Metro Vancouver, which is also undertaking industrial land-related planning initiatives, to ensure this important work is aligned. Also involve local governments who have jurisdiction of the adjacent lands.

Topic 3: Maintaining a healthy environment

- When considering trucking routes and schedules, the port authority should factor in environmental impacts on nearby communities and consider mitigation measures that would improve community safety.
- Use best practices in sustainability and factor in potential technological advances to further develop engineering and design standards for infrastructure developed within port authority jurisdiction.

Topic 4: Working together for continued success

- Further discussions are needed between the port authority and its municipal partners to ensure their respective land use planning plans are aligned.
- There are opportunities for the port authority to improve its engagement methods and to listen to feedback raised by stakeholders.

4.2 FEEDBACK FORMS

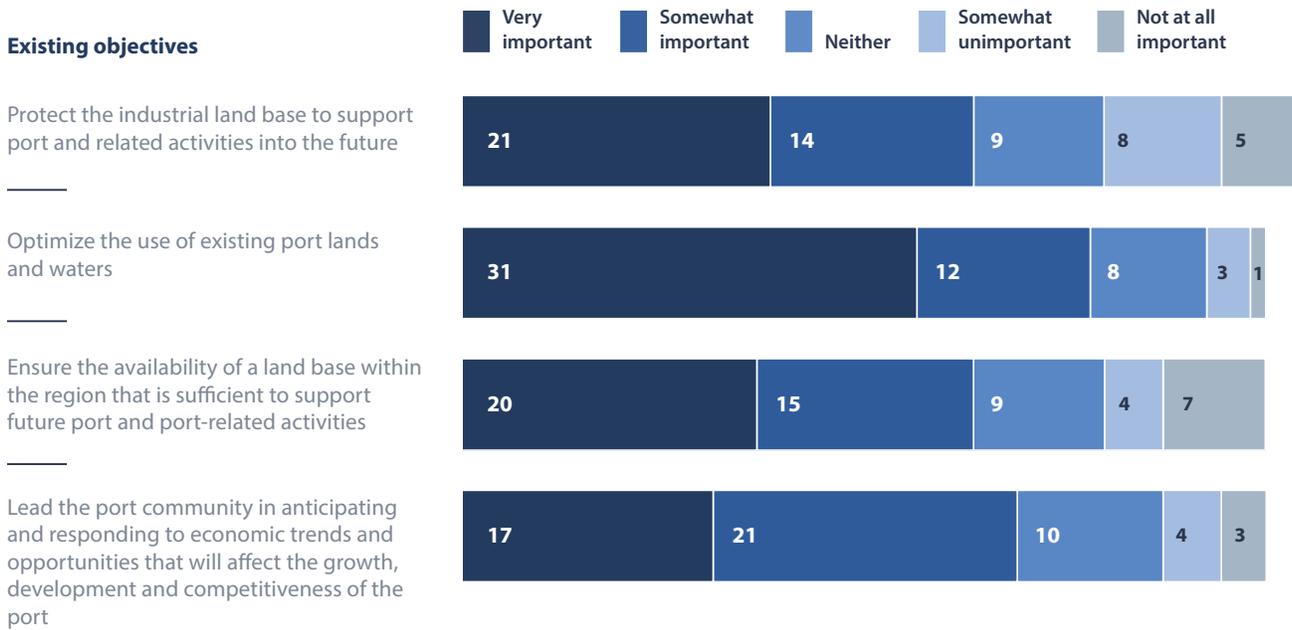
This section provides a summary of input received in the **59 feedback forms** returned. Feedback forms were available online, at the stakeholder meetings and at the public open house.

Please note that not all respondents answered every question. The total number of mentions in open-ended questions may exceed the total number of respondents as participants may have commented on more than one topic.

1. Please indicate how important to you (or your organization) each of the following objectives are in achieving goal 1.

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.



2. What other ideas do we need to consider to achieve or exceed goal 1?

A variety of ideas were suggested during the public engagement process, to help the port authority achieve or exceed goal 1. Respondents encouraged the port authority to work collaboratively and in coordination with municipalities with regards to their land use planning, and with a focus on the optimization and intensification of existing industrial lands.

Sustainability and the environmental impacts of port activity on agricultural land, farmland and communities were also raised as a key theme, with suggestions that the port authority explore the diversification of transportation modes to move goods through the region.

While some respondents were concerned about the impact of automation on the local job market, the desire for greater efficiencies to be made throughout port operations was raised by others.

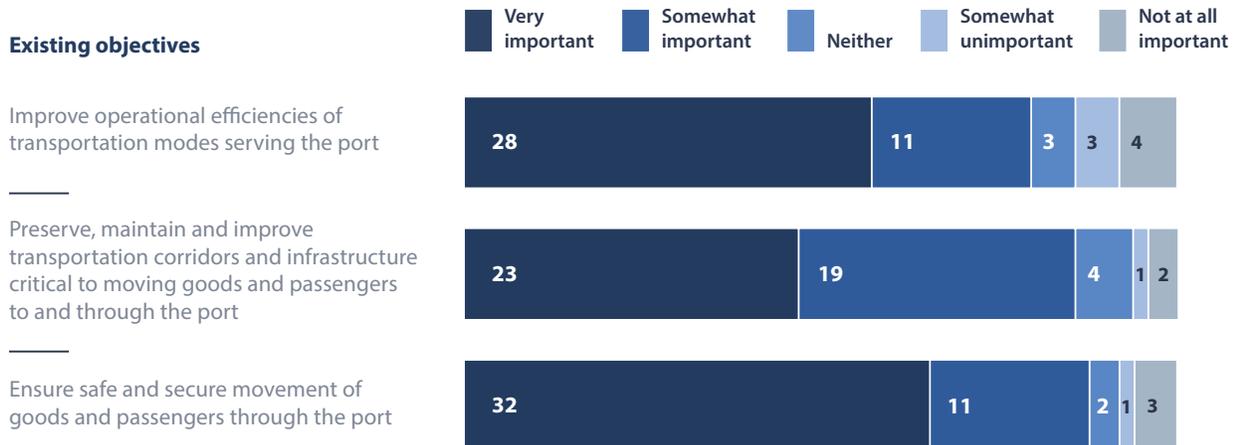
The following were the most frequently mentioned themes.

Key themes	Number of mentions
Desire for the port authority to optimize and intensify its use of existing lands	7
Suggesting the port authority coordinate planning with municipal governments	6
Concern about sustainability and general environmental impacts	6
Concern about the loss of agricultural and industrial lands or negative effects on farmland and agriculture	5
Concern about emissions/pollution from port activity	4
Concern about impacts to local residents	4
Suggesting the port authority diversify the modes by which goods are transported	3
Concern about job loss due to automation	3
Desire for greater efficiency in port operations	2

3. Please indicate how important to you (or your organization) each of the following objectives are in achieving goal 2.

GOAL 2

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



4. What other ideas do we need to consider to achieve or exceed goal 2?

Based on written feedback received regarding how the port authority can achieve or exceeding goal 2, the matter of traffic congestion due to truck traffic at ports was of particular concern to respondents, with some suggesting that the port authority could diversify the modes through which goods are transported. Others would like to see the port authority coordinate efforts with municipal governments.

General impacts on the environment and impacts to local residents were concerns noted by respondents, as were emissions or pollution from port activity, the regulation of commodities, trucks parking illegally and driving unsafely, and illegal activities taking place within the port.

Some respondents expressed a desire for greater efficiency in port operations and for the port authority to optimize its use of existing lands, while a number of respondents suggested there's a need for more infrastructure to support port authority projects.

The following were the most frequently mentioned themes.

Key themes	Number of mentions
Concern about traffic congestion due to truck traffic at ports	8
Suggesting the port authority diversify the modes by which goods are transported	6
Concern about sustainability, general environmental impacts or impacts to local residents	6
Suggesting the port authority work with municipal governments	5
Concern about emissions/pollution from port activity	4
Desire for greater efficiency in port operations	4
Concern regarding the regulation of commodities	4
Need for more infrastructure to support port authority projects	4
Concern about trucks parking illegally and driving unsafely	4
Concern about illegal activities as a result of port operations	3
Desire for the port authority to optimize its use of existing lands	2

5. Please indicate how important to you (or your organization) each of the following objectives are in achieving goal 3.

GOAL 3

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

Existing objectives

Very important Somewhat important Neither Somewhat unimportant Not at all important

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



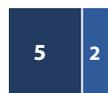
Reduce air emissions, including greenhouse gas intensity and promote energy conservation in port operations and developments



Improve land and water quality within the port



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



Question inadvertently left out of online survey

6. What other ideas do we need to consider to achieve or exceed goal 3?

The amount of written feedback regarding how the port authority can achieve or exceed goal 3 was the highest of each of the four engagement topics. Respondents stated concern about sustainability and general environmental impacts, such as impacts on local residents, and concern about emissions or noise pollution from port activity. Some respondents felt the port authority could do more to protect the environment and others were concerned about impacts on wildlife.

Ideas suggested by respondents included the port authority increasing collaboration with municipal governments on environmental initiatives, and encouraging the use of green technology at ports. Some respondents voiced their opposition to the proposed Roberts Bank Terminal 2 Project, and others expressed a desire for the port authority to retain lands for recreational uses.

The following were the most frequently mentioned themes.

Key themes	Number of mentions
Concern about sustainability and general environmental impacts, including on local residents	11
Concern about emissions/pollution and noise pollution from port activity	10
Feeling the port authority could do more to protect the environment	7
Encouraging the port to use green technology	4
Suggesting the port authority work with municipal governments	3
Concern about impacts on wildlife	3
Opposition to the Roberts Bank Terminal 2 Project	2
Desire to retain lands for recreational uses	2

7. Please indicate how important to you (or your organization) each of the following objectives are in achieving goal 4.

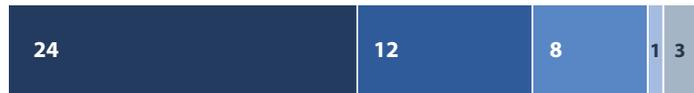
GOAL 4

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

Existing objectives

Very important Somewhat important Neither Somewhat unimportant Not at all important

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



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



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



8. What other ideas do we need to consider to achieve or exceed goal 4?

To help the port authority achieve or exceed goal 4, several respondents noted a desire for more engagement with Indigenous groups, while some requested more communication from the port authority to local residents. Respondents stated that they wish for the port authority to retain lands for recreational uses, and others suggested the port authority could work with municipal governments in planning and optimizing its use of existing lands.

Some respondents expressed concern about the loss of agricultural and industrial lands, general environmental impacts, including impacts on local residents, emissions or pollution from port activity, and job loss due to automation. The economic benefits of the port were noted by other respondents.

The following were the most frequently mentioned themes.

Key themes	Number of mentions
Desire for more engagement with Indigenous groups	8
Request for more communication to local residents	7
Desire to retain lands for recreational uses	7
Suggesting the port authority collaborate more with municipal governments	4
Concern about the loss of agricultural and industrial lands	4
Concern about sustainability and general environmental impacts, including on local residents	4
Concern about emissions/pollution from port activity	3
Concern about job loss due to automation	3
Desire for the port authority to optimize its use of existing lands	3
Economic benefits of the port	2

9. Please indicate how important to you (or your organization) the following objective is in achieving goal 5.

GOAL 5

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

Existing objectives

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.



10. What other ideas do we need to consider to achieve or exceed goal 5?

Of those who provided written feedback regarding how the port authority can achieve or exceed goal 5, many respondents expressed a desire for more methods of consultation, including more time and notice. Others requested that the port authority provide more communication to local residents to share the work that it's doing, and broaden consultation to more groups.

Some respondents commented on feeling of a lack of transparency from the port, while others conveyed concern about sustainability and general environmental impacts or emissions and pollution from port activity.

The following were the most frequently mentioned themes.

Key themes	Number of mentions
Desire for more methods of consultation, including more time and notice	8
Request for more communication to local residents	6
Desire to broaden consultation to more groups	4
Comment on lack of transparency from the port	3
Concern about emissions/pollution from port activity	2
Concern about sustainability and general environmental impacts	2

11. Please provide any additional comments you (or your organization) may have regarding any aspect of the land use plan update.

Many respondents provided general feedback regarding the land use plan update, including reiterating comments previously noted in each of the engagement topics. Ideas included suggestions for the port authority to increase collaboration with municipal governments, requests for more communication to local residents as well as a desire for more methods of consultation, including more time and notice for consultation.

Concern was expressed by respondents about sustainability and general environmental impacts, including impacts on local residents, and comments were made about a sense of a lack of transparency from the port.

Some felt it important to note their support for the port authority's work in land use planning.

The following were the most frequently mentioned themes.

Key themes	Number of mentions
Suggesting the port authority collaborate more with municipal governments	4
Request for more communication to local residents	4
Concern about sustainability and general environmental impacts	4
Desire for more methods of consultation	3
Concern about impacts to local residents	3
Support for the port authority's work in land use planning	3
Comment on lack of transparency from the port	2
Desire for more time and notice for consultation	2

4.3 WRITTEN SUBMISSIONS

Twelve written submissions were received via email during the engagement period. Six of these submissions were in support of the proposed designation change from recreational to conservation for the area in which the Lynn Creek Estuary is located on the North Shore. These comments reflected on the importance of conservation areas for wildlife such as salmon and other aquatic species.

Three residents of the Queensborough area in New Westminster voiced their disapproval of the Summit Earthworks Project, citing their concerns about potential pollution and effects on the health of people in the local community.

Additionally, one request was received to unblock the Great Blue Heron Way trail at the entrance to the Roberts Bank causeway, one comment stated general concerns related to port development, and one comment opposed tanker traffic in the Strait of Georgia and therefore disapproval of a proposed designation change from recreation to port water in the area north of Confederation Park in Burnaby.

4.4 FEEDBACK FROM MUNICIPALITIES AND REGIONAL AGENCIES

Five pieces of written feedback were submitted by municipalities, a provincial ministry and a regional agency. Key themes from these submissions are below.

Key themes	Number of mentions
Suggesting the port authority continues to work with municipalities, agencies and partners to develop and align transportation plans and the efficient movement of goods, including near new and expanding marine terminals	5
Encouraging collaboration with municipalities and other agencies on an approach to anticipating and responding to impacts associated with climate change	4
Supportive of the intensification of existing port lands and waters to increase employment density and/or optimize lands or facilities served by rail	3
Encouraging the port authority to continue implementation of innovative technology to address inefficiencies and reduce effects from port-related activities	3
Interest in collaboration with the port authority on identifying and mitigating environmental issues	3
Appreciation for the opportunity to provide comments on this land use plan update and proposed designation changes	3
Suggesting coordination with local governments, inside and outside of port jurisdiction, and other agencies to identify sites that align with municipal goals, and work with municipalities to plan areas near port lands	3
Suggesting incentives to encourage more intensive and efficient use of industrial land	2
Suggesting the port authority aligns with regional or provincial greenhouse gas reduction targets	2
Suggesting port authority policy exclude the acquisition of agricultural, conservation or recreation sites, when looking to expand the port authority's land base	1
Suggesting the port authority fund transportation infrastructure improvements and major capital projects outside of port authority's jurisdiction	1
Suggesting the use of waterways and innovative approaches to goods movement, such as short sea shipping	1

Key themes	Number of mentions
Supporting the port authority's environmental goals	1
Suggesting the port authority consider adopting an assessment process to evaluate health-related outcomes for land use planning and development activities	1
Supporting port authority policy regarding improved waterfront access	1
Suggesting the port authority provides more access to waterfront when long-term tenants do not require water access	1
Suggesting the port authority develops policy regarding design guidelines for port facilities	1
Invitation for the port authority to participate in a municipal review of its official community plan	1
Suggesting more public communication, to share the importance of port-related activity	1
Suggesting the port authority lead and partner with other northwest ports to invest in low-carbon fuel and energy infrastructure, resulting in zero emission transportation options	1
Suggesting the port authority, through leases, consider stronger requirements for tenants to use low- and zero-emission vehicles and equipment for land and marine operations	1

4.5 INTERACTIVE MAP

A total of 33 comments were received through the online interactive map, many of which related to specific proposed land use designation changes. Participants who provided feedback via the interactive map could drop a 'pin' to identify the proposed land use designation change they were commenting on. The port authority has reviewed each comment in relation to its pinned location on the interactive map, and a map identifying the location of each comment, the comments can be found in Appendix 1. The port authority will respond to each comment in phase 2 engagement.

The following provides a breakdown of the themes from comments received through the interactive map:

Key themes	Number of mentions
Support for increasing area designated as conservation	13
Request for further consultation on land use designation changes	6
Request for recreational space to be retained through land use designation updates	6
Desire to keep land use designation unchanged	2
Not clear why a land use designation is proposed to change	2
Concern for wildlife	2

5.0

What we heard: Indigenous consultation

5.1 KEY THEMES FROM INDIGENOUS CONSULTATION

While the port authority has met with eleven Indigenous groups and received comments from a portion of these Nations, the port authority anticipates additional comments may be received.

A variety of themes and ideas have been raised to date during the Indigenous consultation process, as follows:

- Port lands have unresolved rights and title issues and the port authority should address future land claim settlements
- Request for Indigenous consultation on all projects
- Strengthen positive contributions to Indigenous communities
- Request for increased access to port lands
- Protection of archeology resources
- Request for revenue sharing
- Provide more information on safety and security on port lands
- Increase conservation areas
- Take action to protect and rehabilitate traditional resource based economies
- Implement operational changes at grain terminals to improve goods movement
- Noted that many comments were not incorporated from previous consultation on the 2014 land use plan
- Explicitly reference accommodation when referencing Indigenous consultation
- Increase baseline research

5.2 INTERACTIVE MAP

Several themes emerged from Indigenous consultation using and discussing the online interactive mapping tool. Themes include:

- Request to maintain existing conservation designations
- Request to maintain recreational designations where it aligns with upland municipal use
- Asks for clarification on port jurisdiction

6.0

Next steps

The port authority will continue to collate additional comments that may be received from Indigenous groups and facilitate follow-up consultation over the coming months.

The port authority will consider the input provided during the public, stakeholder and Indigenous consultation in developing its draft updated land use plan, which will be made available for review and comment in spring 2020.

Appendix 1

Interactive map comments
and responses

The map below identifies the locations that correspond to all comments submitted through the interactive map, and the following table includes all verbatim comments. The numbers used on this map are consistent with the number allocated to proposed designation changes, so four, seven, eight, fourteen and fifteen are not noted because comments regarding these proposed designation changes were not received. Letters A through E are used to identify locations of comments unrelated to proposed designation changes. The port authority will respond to these comments as part of phase two engagement.



COMMENTS RELATING TO PROPOSED LAND USE PLAN DESIGNATION UPDATES

Number on map: 1

Image of proposed land use designation update



Rationale for proposed designation update

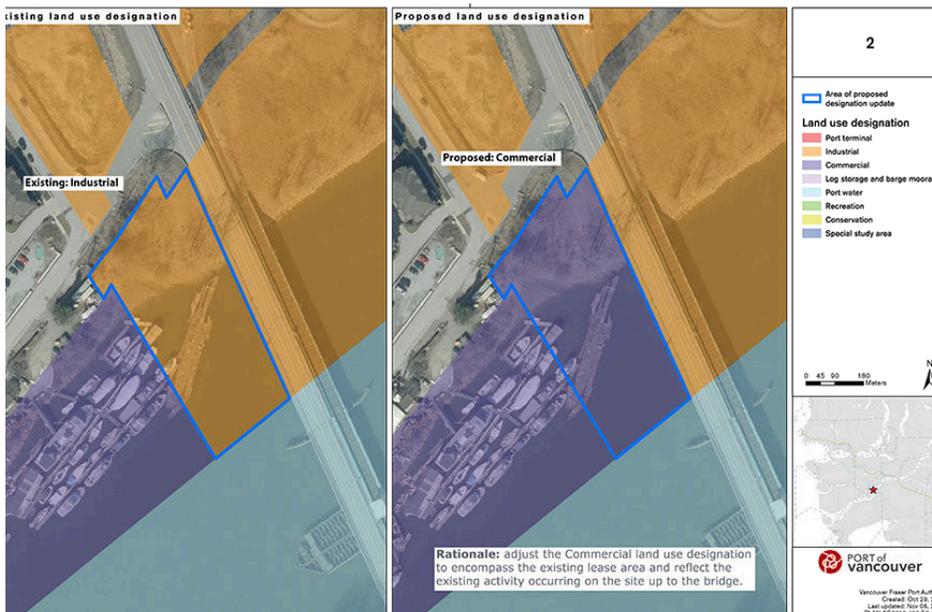
Align the Commercial land use designation with the existing lease area. Portion to be redesignated to Conservation does not have development potential.

Comment

Yes, where no commercial potential, return land to conservation.

Number on map: 2

Image of proposed land use designation update



Rationale for proposed designation update

Adjust the Commercial land use designation to encompass the existing lease area and reflect the existing activity occurring on the site up to the bridge.

Comment 1

Consider keeping commercial within existing limits and converting the industrial. Portion in question to ecological regeneration.

Comment 2

I do not support this! Neither does the community. This is not open consultation. It is deceptive at best.

Comment 3

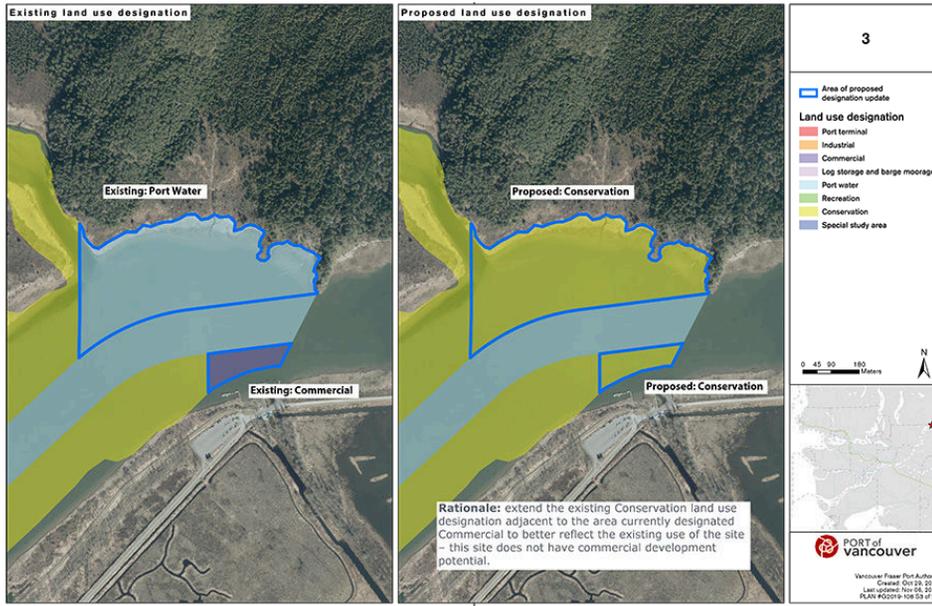
QBResidents request formal consultation on the land use of this site. Comments on this map are not insufficient to be considered meaningful.

Comment 4

No notice provided regarding the consultation process. Lack of transparency from Port Authority regarding the use of this site.

Number on map: 3

Image of proposed land use designation update



Rationale for proposed designation update

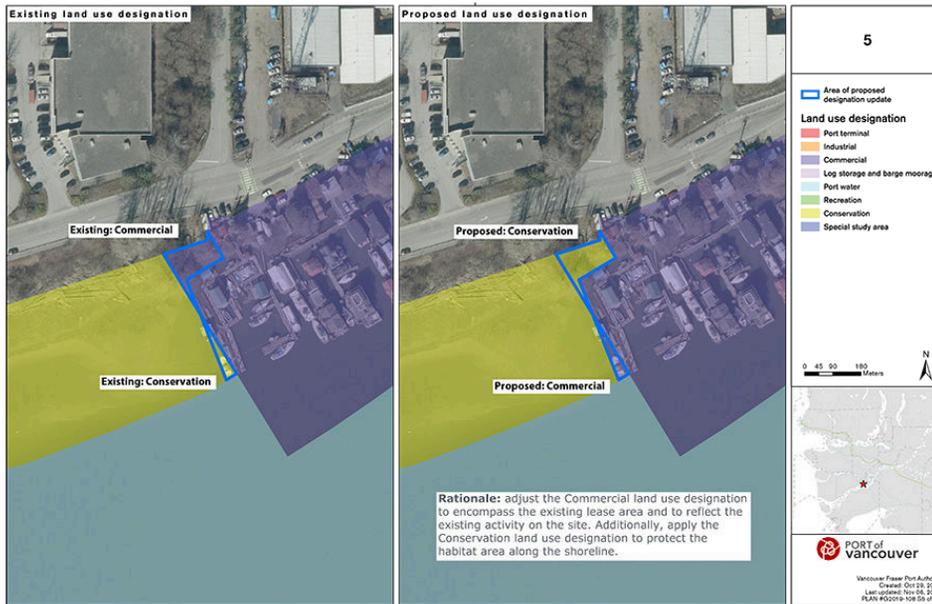
Extend the existing Conservation land use designation adjacent to the area currently designated Commercial to better reflect the existing use of the site – this site does not have commercial development potential.

Comment

Explore ecological regeneration in new and existing conservation areas.

Number on map: 5

Image of proposed land use designation update



Rationale for proposed designation update

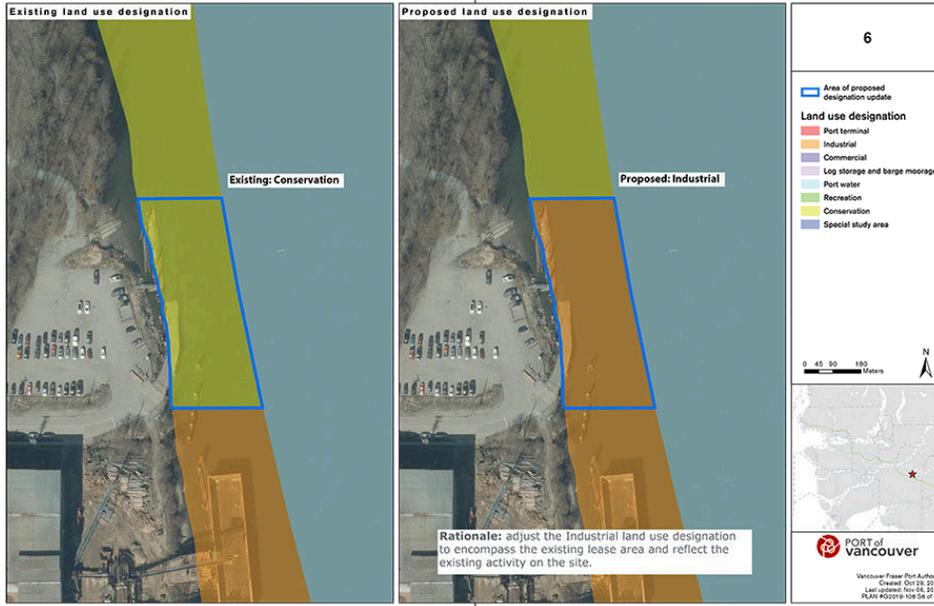
Adjust the Commercial land use designation to encompass the existing lease area and to reflect the existing activity on the site. Additionally, apply the Conservation land use designation to protect the habitat area along the shoreline.

Comment

Yes increase proposed conservation use of land. Prohibit encroachment of commercial activity into conservation areas.

Number on map: 6

Image of proposed land use designation update



Rationale for proposed designation update

Adjust the Industrial land use designation to encompass the existing lease area and reflect the existing activity on the site.

Comment 1

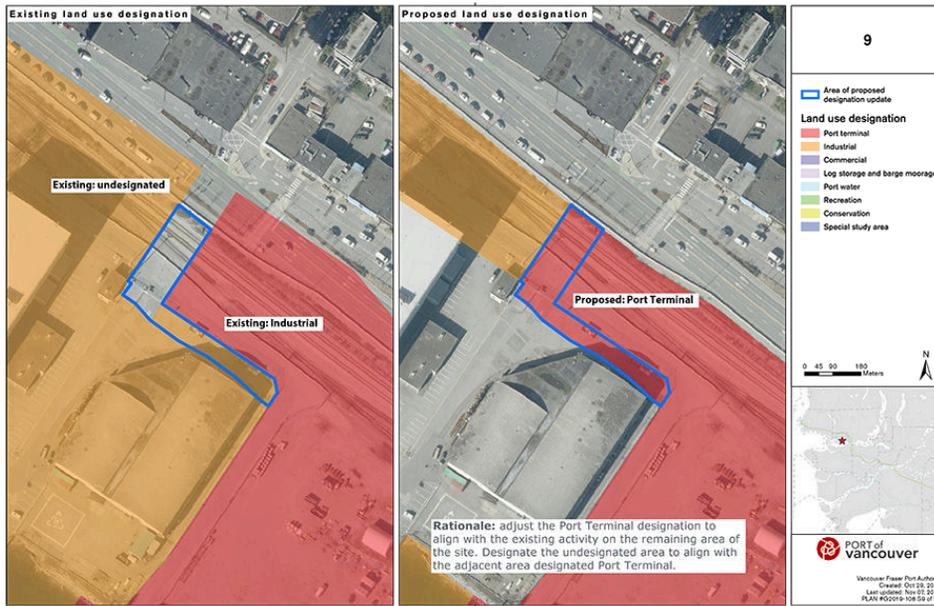
No reduction of conservation area without thorough science and broad public approval.

Comment 2

No, just no. This area is undergoing increasing pressure. Preserve and return this area to a natural state.

Number on map: 9

Image of proposed land use designation update



Rationale for proposed designation update

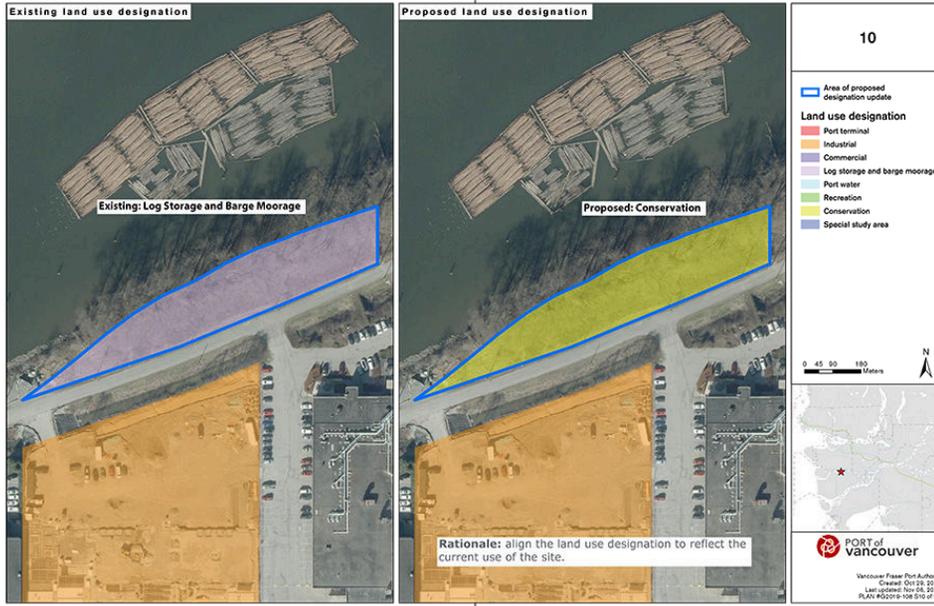
Adjust the Port Terminal designation to align with the existing activity on the remaining area of the site. Designate the undesignated area to align with the adjacent area designated Port Terminal.

Comment

Why?

Number on map: 10

Image of proposed land use designation update



Rationale for proposed designation update

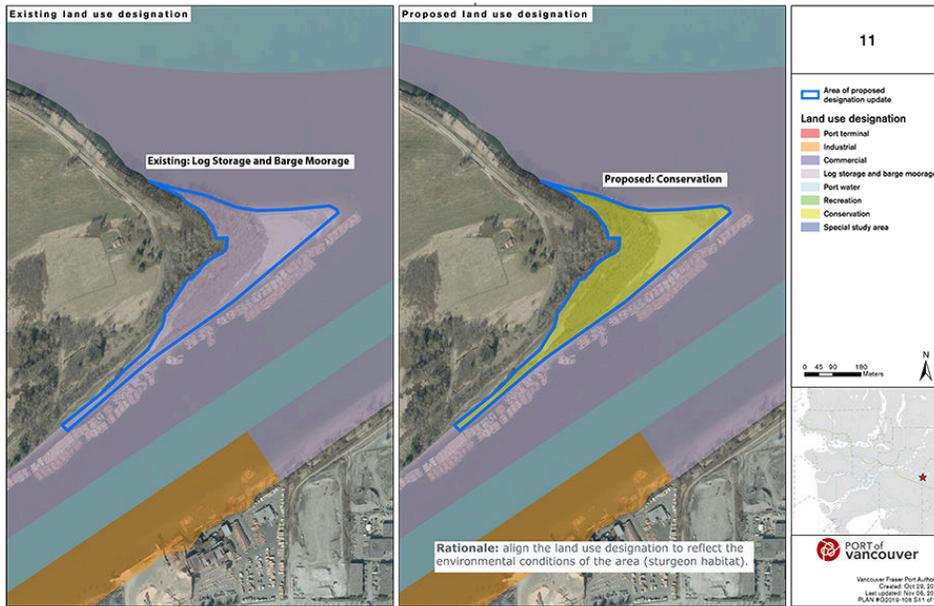
Align the land use designation to reflect the current use of the site.

Comment

Regenerate ecological systems in the new conservation areas.

Number on map: 11

Image of proposed land use designation update



Rationale for proposed designation update

Align the land use designation to reflect the environmental conditions of the area (sturgeon habitat).

Comment 1

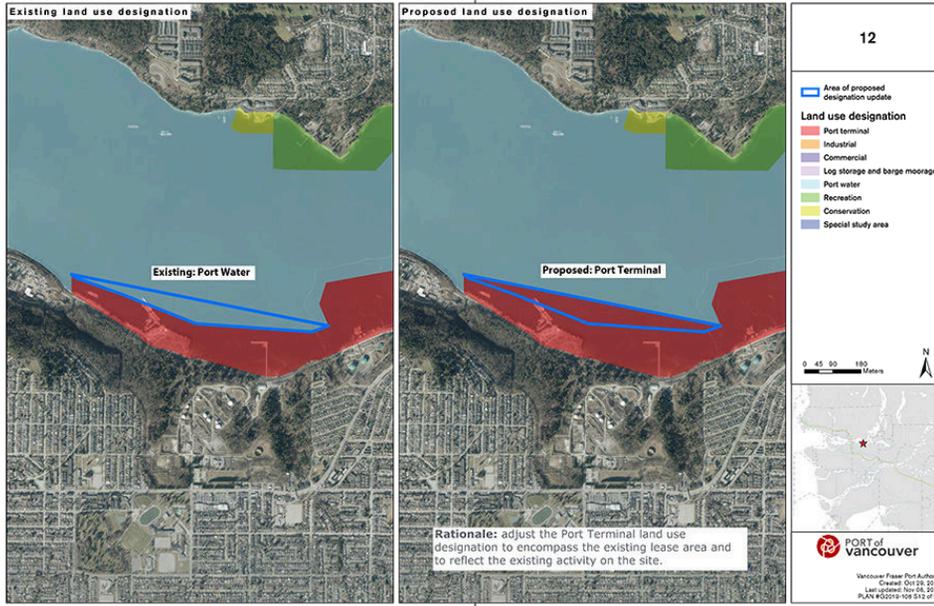
Great improvement.

Comment 2

Yes, provide sturgeon habitat.

Number on map: 12

Image of proposed land use designation update



Rationale: adjust the Port Terminal land use designation to encompass the existing lease area and to reflect the existing activity on the site.

Rationale for proposed designation update

Adjust the Port Terminal land use designation to encompass the existing lease area and to reflect the existing activity on the site.

Comment 1

No expansion of lease or activity without thorough consultation and public will.

Comment 2

This area should not be made a terminal. The TransMountain pipeline should not be built. Increasing the intensity of use here threatens Cates Park.

Number on map: 13

Image of proposed land use designation update



Rationale: adjust the Conservation land use designation to provide environmental protection of the estuary and habitat.

Rationale for proposed designation update

Adjust the Conservation land use designation to provide environmental protection of the estuary and habitat.

Comment 1

Protect and increase estuaries.

Comment 2

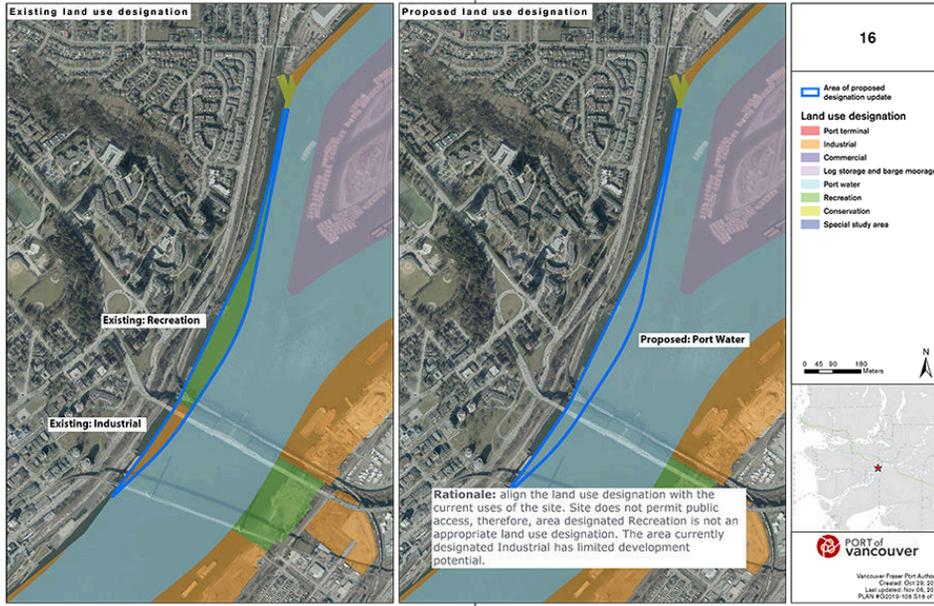
We support the change to Conservation and once designated will work to engage stakeholders to develop a plan to enhance the estuary.

Comment 3

The proposed change in this area to conservation is supported by the BCIT Rivers Institute.

Number on map: 16

Image of proposed land use designation update



Rationale for proposed designation update

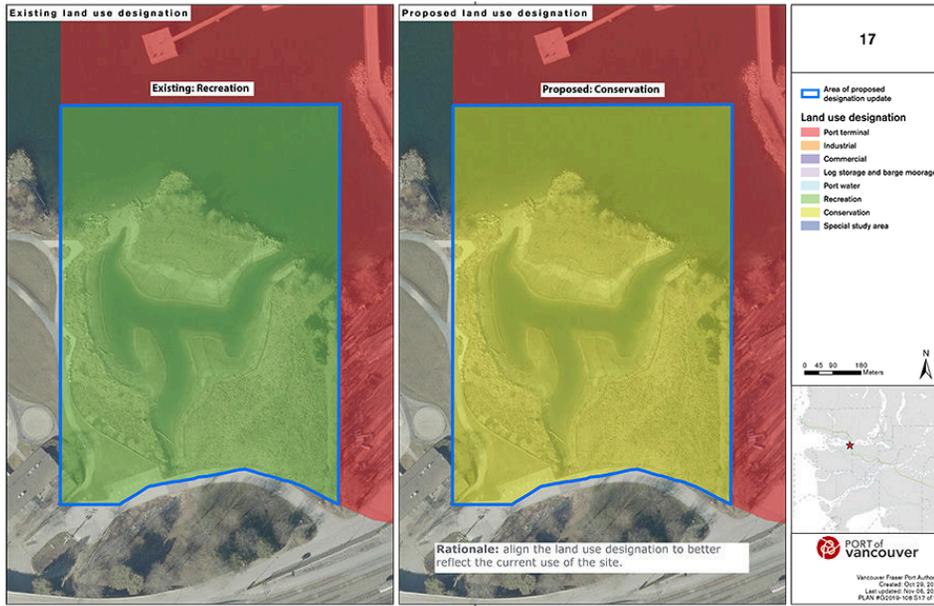
Align the land use designation with the current uses of the site. Site does not permit public access, therefore, area designated Recreation is not an appropriate land use designation. The area currently designated Industrial has limited development potential.

Comment

Keep as recreational or ecological, industrial also recreational/ecological. This area had significant use by first nations.

Number on map: 17

Image of proposed land use designation update



Rationale for proposed designation update

Align the land use designation to better reflect the current use of the site.

Comment 1

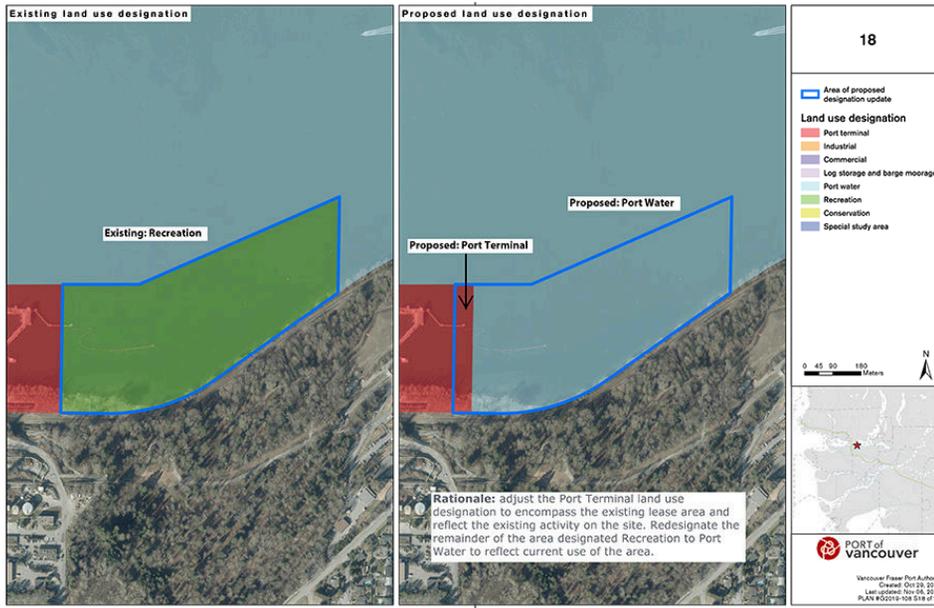
Yes, estuaries are extremely important to preserve and expand.

Comment 2

Yes, increase conservation over recreation and other uses.

Number on map: 18

Image of proposed land use designation update



Rationale for proposed designation update

Adjust the Port Terminal land use designation to encompass the existing lease area and reflect the existing activity on the site. Redesignate the remainder of the area designated Recreation to Port Water to reflect current use of the area.

Comment 1

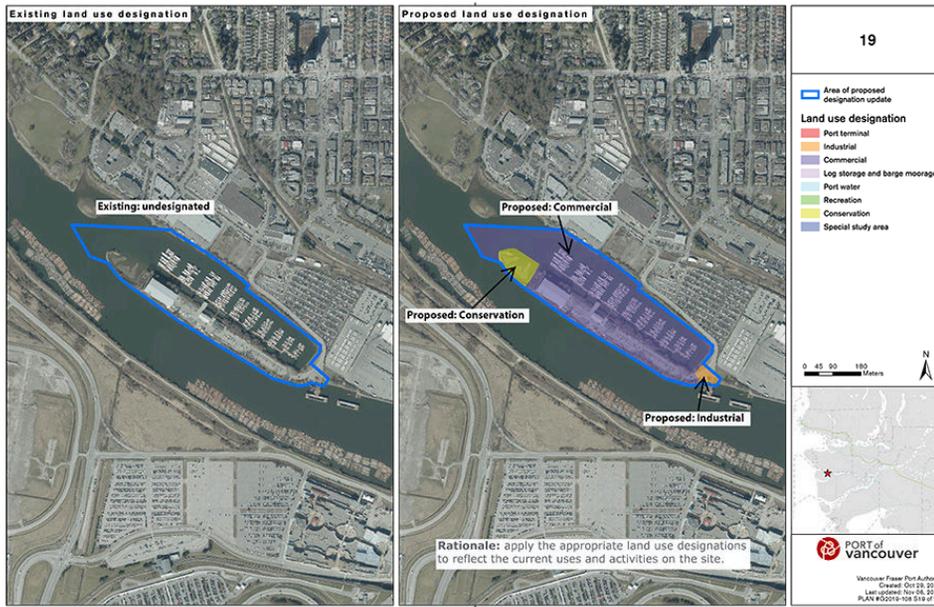
Do not encroach on recreation without broad public will. Do not permit activity not allowed in existing leases.

Comment 2

This area should remain designated recreational, or should be designated as conservation area to complement MapleWood Flats.

Number on map: 19

Image of proposed land use designation update



Rationale for proposed designation update

Apply the appropriate land use designations to reflect the current uses and activities on the site.

Comment

Other than designating conservation area, why change?

Number on map: 20

Image of proposed land use designation update



Rationale for proposed designation update

Apply the appropriate land use designation to reflect the current use and activity on the site.

Comment 1

Leave un-designated until study of study area is complete and there is broad public support for plans.

Comment 2

Test

ADDITIONAL COMMENTS RELATING TO PROPOSED LAND USE PLAN DESIGNATION UPDATES

Letter on map: A

Image of area related to comment



Rationale for proposed designation update

Not applicable.

Comment

This is vital bird habitat, especially for western sandpipers. Do not expand the port, and do not industrialize any more of the surrounding land.

Letter on map: B

Image of area related to comment



Rationale for proposed designation update

Not applicable.

Comment

SAFE preservation of historic (1886) Rowing use in Coal harbour. The proposed RVYC expansion severely inhibits the practice of rowing in this space.

Letter on map: C

Image of area related to comment



Rationale for proposed designation update

Not applicable.

Comment

Expand CRAB Park to the West.

Letter on map: D

Image of area related to comment



Rationale for proposed designation update

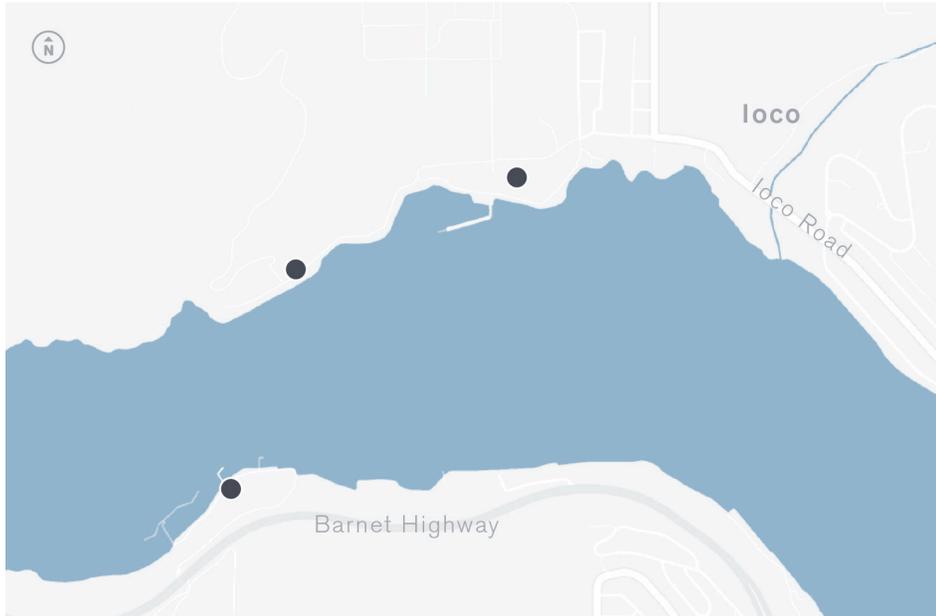
Not applicable.

Comment

MapleWood Flats should be officially removed from the port lands and designated for conservation permanently.

Letter on map: E

Image of area related to comment



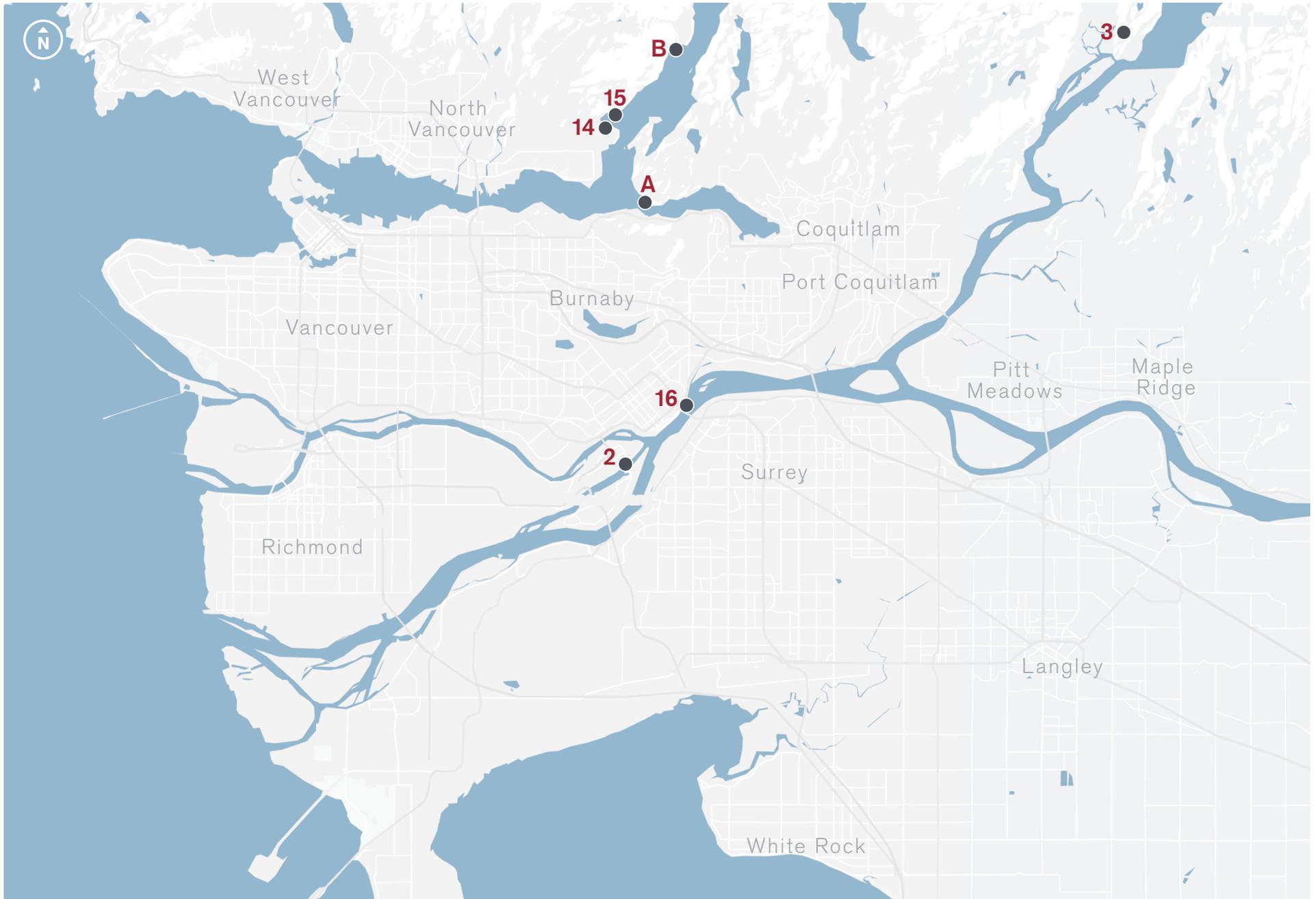
Rationale for proposed designation update

Not applicable.

Comment

Port Moody has a very low Jobs-to-Population ratio, and Port of Vancouver should coordinate with Metro Van to maximize employment on industrial lands.

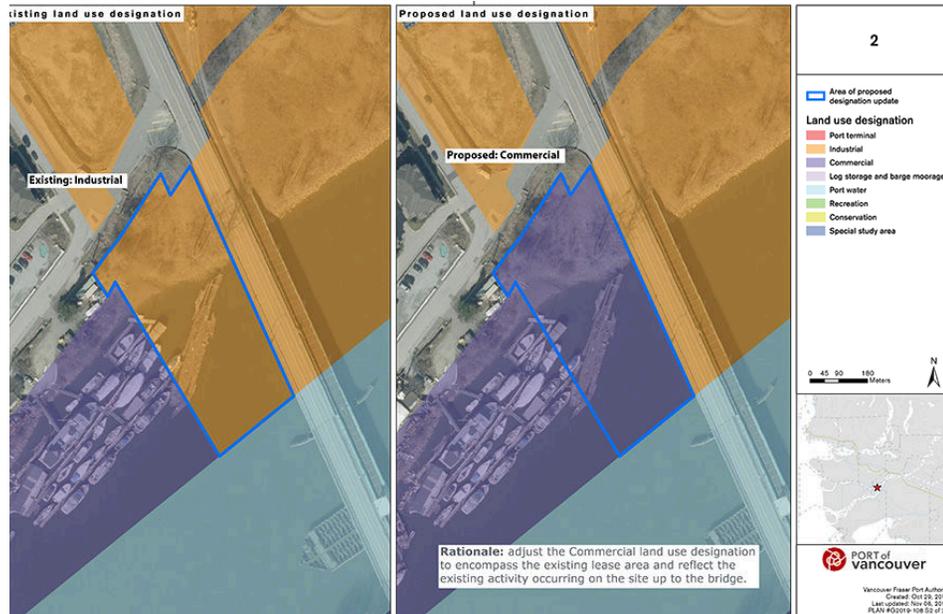
The map below identifies the locations that correspond to all comments submitted by municipalities and regional agencies, and the following table includes all verbatim comments. The numbers used on this map are consistent with the number allocated to proposed designation changes. Letters A and B are used to identify locations of comments unrelated to proposed designation changes. The port authority will respond to these comments as part of phase two engagement.



MUNICIPAL AND REGIONAL GOVERNMENT COMMENTS RELATING TO PROPOSED LAND USE PLAN DESIGNATION UPDATES

Number on map: 2

Image of proposed land use designation update



Rationale for proposed designation update

Adjust the Commercial land use designation to encompass the existing lease area and reflect the existing activity occurring on the site up to the bridge.

City of New Westminster comment 1

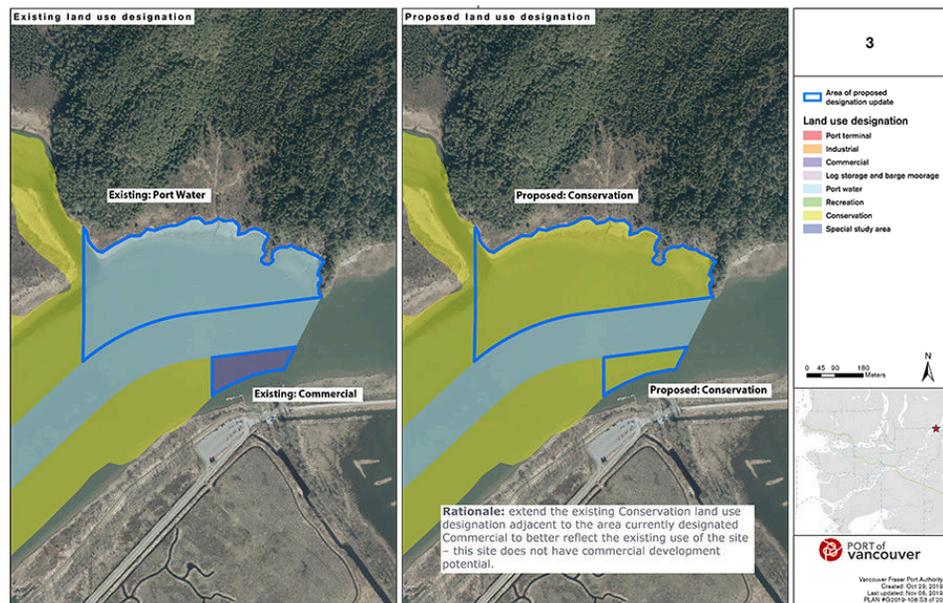
South Dyke Road – The proposed change from Industrial to Commercial is supported by the City (of New Westminster), given that the land use designation would be consistent with the current use of the area and consistent with the land use designation of the properties to the east of this site.

City of New Westminster comment 2

131 Pembina Street – This site is broken into two parcels that are hooked over Derwent Way. We (City of New Westminster) support an Industrial designation on the east portion of the property (east of Derwent); however, in addition to the changes proposed, we recommend changing the destination on the west portion of the property. This western property is surrounded by residential development and can only be accessed by local roads. Since the Port does not have a Residential designation, we recommend a Recreation designation.

Number on map: 3

Image of proposed land use designation update



Rationale for proposed designation update

Extend the existing Conservation land use designation adjacent to the area currently designated Commercial to better reflect the existing use of the site – this site does not have commercial development potential.

Metro Vancouver comment

Metro Vancouver staff support the proposed redesignation of areas currently classed as Port Water and Commercial to Conservation.

Widgeon Marsh Regional Park (southern area)

Metro Vancouver comment

It is not clear from the Port map viewer (without orthophotography) whether the area classed as Recreation adjacent to the Park extends fully to the southernmost area of the park. If it does not, Metro Vancouver staff request that the Port consider redesignating areas adjacent to the Park current classed as Port Water to Conservation or Recreation (as the site will soon be open to the public).

Number on map: 14

Image of proposed land use designation update



Rationale for proposed designation update

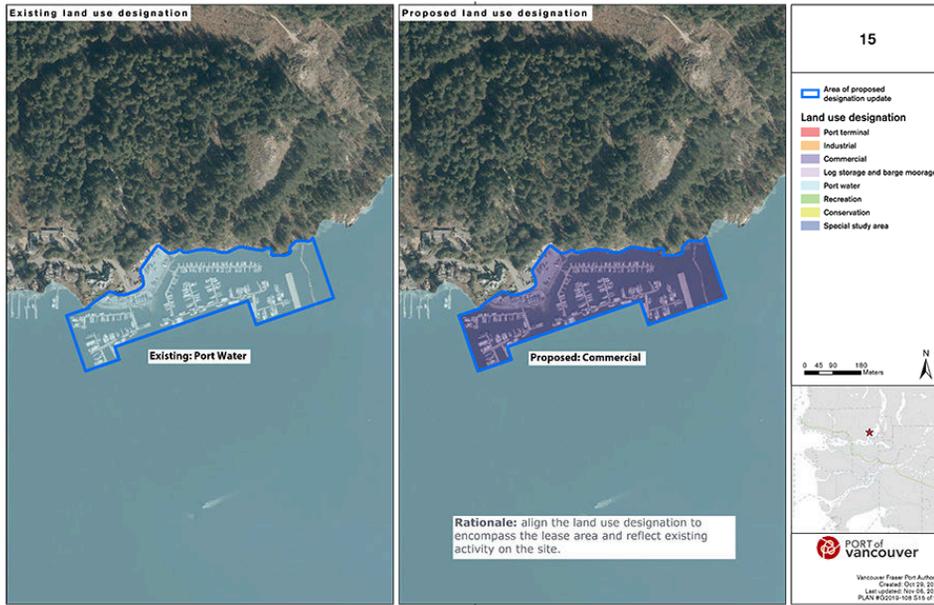
Align the land use designation to encompass the lease area and reflect existing activity on the site.

District of North Vancouver comment

The District of North Vancouver supports the proposed land use change for the area shown that includes Deep Cove Yacht Club from “Port Water” to “Commercial”, as defined in the Port’s Land Use Plan (2014), to more accurately reflect existing activity as a marina with ancillary uses.

Number on map: 15

Image of proposed land use designation update



Rationale for proposed designation update

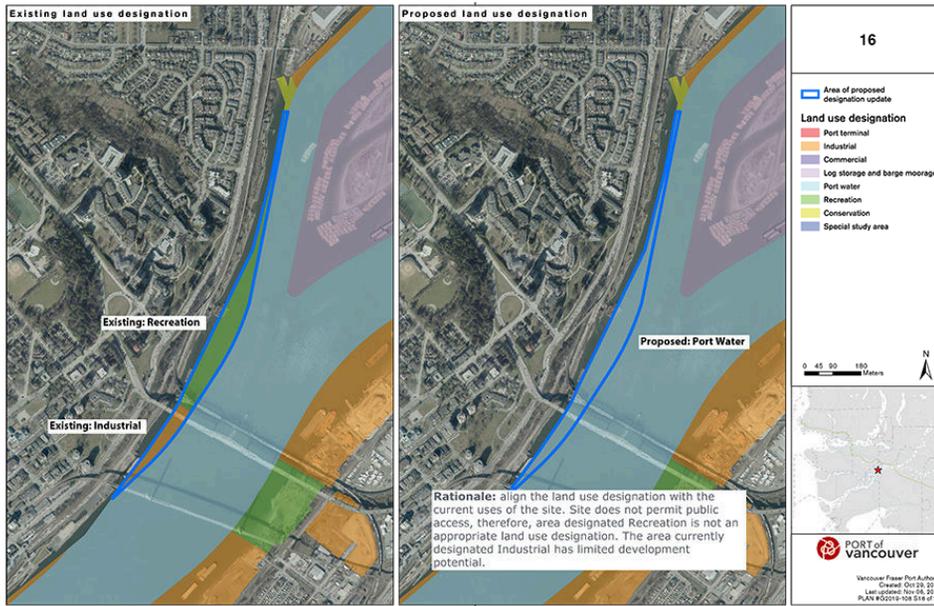
Align the land use designation to encompass the lease area and reflect existing activity on the site.

District of North Vancouver comment

The District of North Vancouver supports the proposed land use change for the area shown that includes Deep Cove North Shore Marina from “Port Water” to “Commercial”, as defined in the Port’s Land Use Plan (2014), to more accurately reflect existing activity as a marina its ancillary uses.

Number on map: 16

Image of proposed land use designation update



Rationale for proposed designation update

Align the land use designation with the current uses of the site. Site does not permit public access, therefore, area designated Recreation is not an appropriate land use designation. The area currently designated Industrial has limited development potential.

City of New Westminster comment 1

Front Street / Fraser River Waterfront – The City of New Westminister is proposing to complete the Brunette Fraser Regional Greenway with a 'Riverfront Connection' between Westminster Pier Park and Sapperton Landing Park. The proposed greenway would enable pedestrians, park-goers, cyclists, and water-users a unique form of water access along the Fraser River serving residents throughout the Lower Mainland. The City would like to ensure that the Port land use designation in this area is aligned with this vision.

The City recommends retaining the Recreation land use existing designation rather than changing to Port Water. Though there is currently no public access, this will change in the future with the implementation of the Riverfront Connection. If this land use designation change is made, the City would appreciate clarification regarding the impact of uses such as "Public Recreation Area" changing from a Primary Use to a Conditional Use.

It is the City's assumption that there would be little impact of the change from Industrial to Port Water, since both land use designations would allow recreation as a conditional use. However, the City would still encourage the Port to consider designating this land as Recreation.

City staff would be interested in a meeting to further discussion these proposed changes.

City of New Westminster comment 2

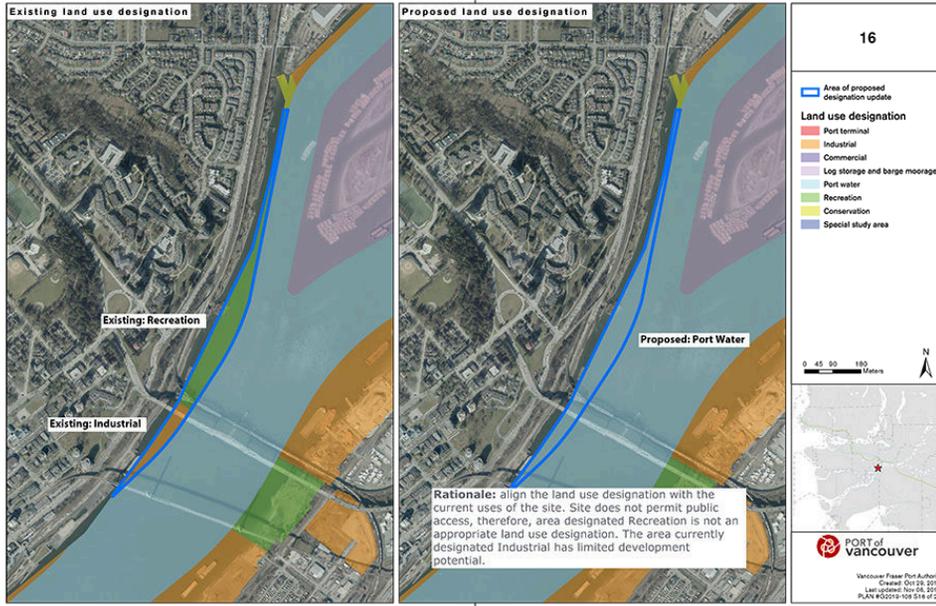
1 Sixth Street, Westminster Pier Park – In addition to the changes proposed, the City (of New Westminister) recommends changing the Industrial land use destination adjacent to Westminster Pier Park to Recreational. This land use designation is more consistent with the use of the park site.

City of New Westminster comment 3

The section currently classed as Recreation should remain Recreation, rather than changing to Port Water. The map states that the "site does not permit public access, therefore, area designated Recreation is not an appropriate land use designation." This, however, does not accurately represent the status of the site. The land provides public access as a Regional Greenway; this is the Sapperton Landing portion of the Brunette Fraser Regional Greenway. There are a number of park amenities along the greenway, such as benches and a wharf, that could be negatively impacted by a change of use.

Number on map: 16

Image of proposed land use designation update



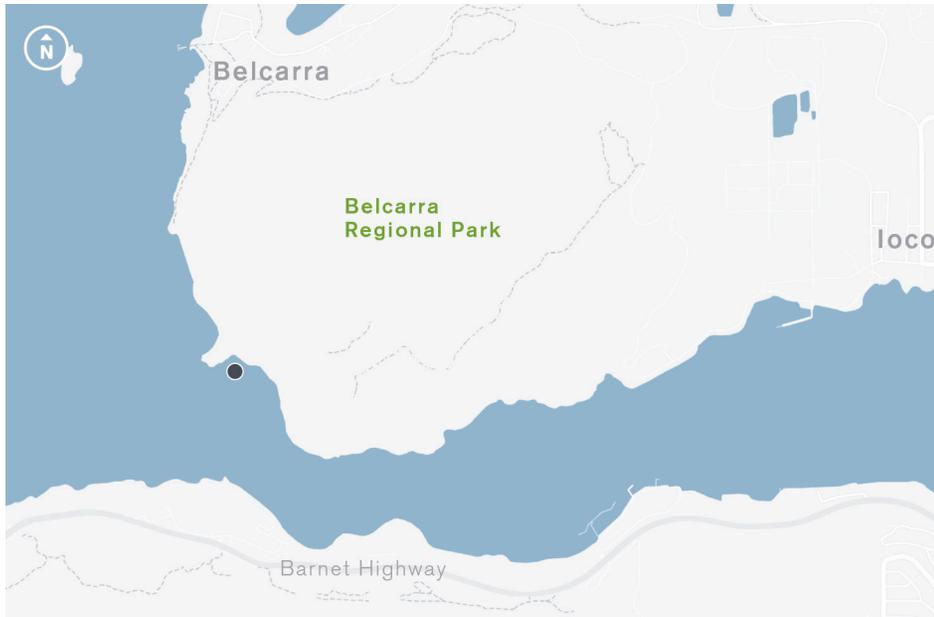
Brunette Fraser Regional Greenway Metro Vancouver comment

An area adjacent to Regional Park-owned land which will soon be opened to the public, and will be undergoing habitat restoration including fish channel habitat, is currently classed as Industrial. For the Vancouver Fraser Port Authority's consideration, Metro Vancouver staff propose redesignating it to Recreation or Conservation.

ADDITIONAL COMMENTS RELATING TO PROPOSED LAND USE PLAN DESIGNATION UPDATES

Letter on map: A

Image of area related to comment



Rationale for proposed designation update

Not applicable.

Belcarra Regional Park area (northern areas)

Metro Vancouver comment

Some areas adjacent to Belcarra Regional Park (more southerly areas) are currently classed as Recreation. For the Vancouver Fraser Port Authority's consideration, Metro Vancouver staff propose that all areas adjacent to the Regional Park be redesignated from Port Water to Recreation.

Letter on map: B

Image of area related to comment



Rationale for proposed designation update

Not applicable.

Thwaytes Landing Regional Park area

Metro Vancouver comment

The area adjacent to Thwaytes Landing Regional Park (in Indian Arm) is currently classed as Port Water. For the Vancouver Fraser Port Authority's consideration, Metro Vancouver staff propose redesignating it to Recreation.

Appendix 2

Notification Materials

Notification email for small group meetings

From: [Land Use Plan](#)
To:
Subject: Vancouver Fraser Port Authority land use plan update: Invitation to participate
Date: Monday, November 4, 2019 11:49:25 AM
Attachments: [image003.png](#)

Good morning,

I would like to invite you to participate in a process to update the Vancouver Fraser Port Authority's [Land Use Plan](#).

The current plan was adopted in 2014 and was developed in consultation with more than 1,000 people. Now that the plan has been in place for five years, we would like to engage with you to ensure the land use plan remains current, reflects future market trends critical to Canada's growing trade while continuing to support communities, Indigenous groups and generating benefits for all Canadians.

Stakeholder engagement

We will be hosting a series of small group meetings for stakeholders which will provide your organization an opportunity to learn more about and share your feedback on proposed updates to the port authority's land use plan.

Each of the five meetings will include a presentation by port authority staff, followed by group discussions and opportunities to ask question of project team members. The meeting dates are set out below and will be held at the port authority office:

100 The Pointe
999 Canada Place
Vancouver, BC V6C 3T4

Meeting 1	Meeting 2	Meeting 3	Meeting 4	Meeting 5
Monday, November 18 2:00—4:00 p.m.	Tuesday, November 19 9:00—11:00 a.m.	Friday, November 22 9:00—11:00 a.m.	Monday, November 25 9:00—11:00 a.m.	Tuesday, November 26 9:00—11:00 a.m.

There are four engagement topics for discussion as well as an interactive mapping tool to demonstrate our proposed designation changes. The engagement topics are as follows:

- Protection and intensification of trade-enabling industrial land
- Cargo, traffic and passenger movement
- Maintaining a healthy environment
- Working together for continued success

Attendance

We would appreciate it if you could forward this information to the appropriate staff representative to participate in this process on behalf of your organization.

Please reply to this email indicating the one meeting you or a designate would like to attend. Space is limited; the sooner you reply, the more likely a seat will be available at your preferred meeting.

If you are unable to attend one of the small group meetings, you are encouraged to visit our online engagement page [here](#) to read the discussion guide, view an interactive mapping tool of the proposed designation changes, and complete the survey. These materials will be available starting November 18,

2019 and feedback can be submitted until December 9, 2019.

Alternatively, you are encouraged to attend the public open house on Wednesday, November 27 between 4:00-7:00 p.m. at the Discovery Centre at Canada Place (100 The Pointe, 999 Canada Place). Staff will be available to answer questions and walk you through the process.

Engagement process



Project timeline



Please reach out with any questions. We looking forward to your participation in one of the small group meetings.

Kind regards,

Greg

Greg Yeomans

Director, Planning & Development



Vancouver Fraser Port Authority
100 The Pointe, 999 Canada Place
Vancouver, B.C. Canada V6C 3T4

P: 604.665.9384 | C: 778.837.5724
portvancouver.com



Vancouver Fraser Port Authority

We're updating our land use plan and we want to hear from you.

This update will ensure our land use plan remains current and reflects future market trends critical to Canada's growing trade while continuing to support communities, Indigenous groups and generating benefits for all Canadians.

Provide your feedback online

From November 18 to December 9, 2019, you can read the discussion guide, view an interactive mapping tool of the proposed land use designation updates, and complete the survey at portvancouver.com/landuseplanengagement

Attend the drop-in open house

You're invited to join us for an open house to speak to project team members, ask questions and provide your feedback.

Discovery Centre at Canada Place
100 The Pointe, 999 Canada Place
Wednesday, November 27, 2019
4:00 p.m. to 7:00 p.m.

For more information, please email landuse.plan@portvancouver.com.

Canada

Social media examples

Port of Vancouver
November 18, 2019 · 🌐

We're updating our land use plan and we want to hear from you. View proposed updates and share your feedback at our open house on November 27 or online by December 9: <http://bit.ly/2rWxdEh>



Land Use Plan Update
Phase 1 engagement: November 18 – December 9, 2019

PORTVANCOUVER.CIVILSPACE.IO
Vancouver Fraser Port Authority: Land use plan five year update

👍 12 2 Comments 7 Shares

👍 Like 💬 Comment ➦ Share

Port of Vancouver
December 3, 2019 · 🌐

We want to hear from you! Participate in the first phase of engagement for our land use plan update, open until December 9.



Land Use Plan Update
Phase 1 engagement: November 18 – December 9, 2019

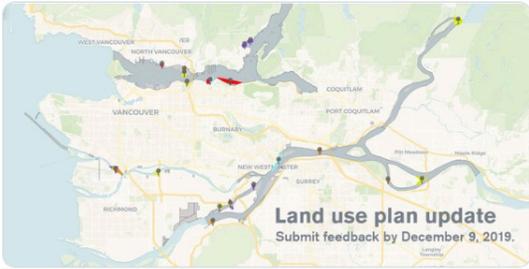
PORTVANCOUVER.CIVILSPACE.IO
Vancouver Fraser Port Authority: Land use plan five year update

👍 🗨️ ❤️ 72 17 Comments 41 Shares

👍 Like 💬 Comment ➦ Share

Port of Vancouver @PortVancouver

Learn about and provide feedback on the port authority's proposed land use designation updates: bit.ly/2LeBSIz



Land use plan update
Submit feedback by December 9, 2019.

3:10 PM · Dec 2, 2019 · Hootsuite Inc.

1 Retweet 3 Likes

💬 🔄 ❤️ 📌

Port of Vancouver Retweeted

Port of Vancouver @PortVancouver

We want to hear from you! Participate in the first phase of public engagement for our land use plan update, open until December 9: bit.ly/2rWxdEh



Land Use Plan Update
Phase 1 engagement: November 18 – December 9, 2019

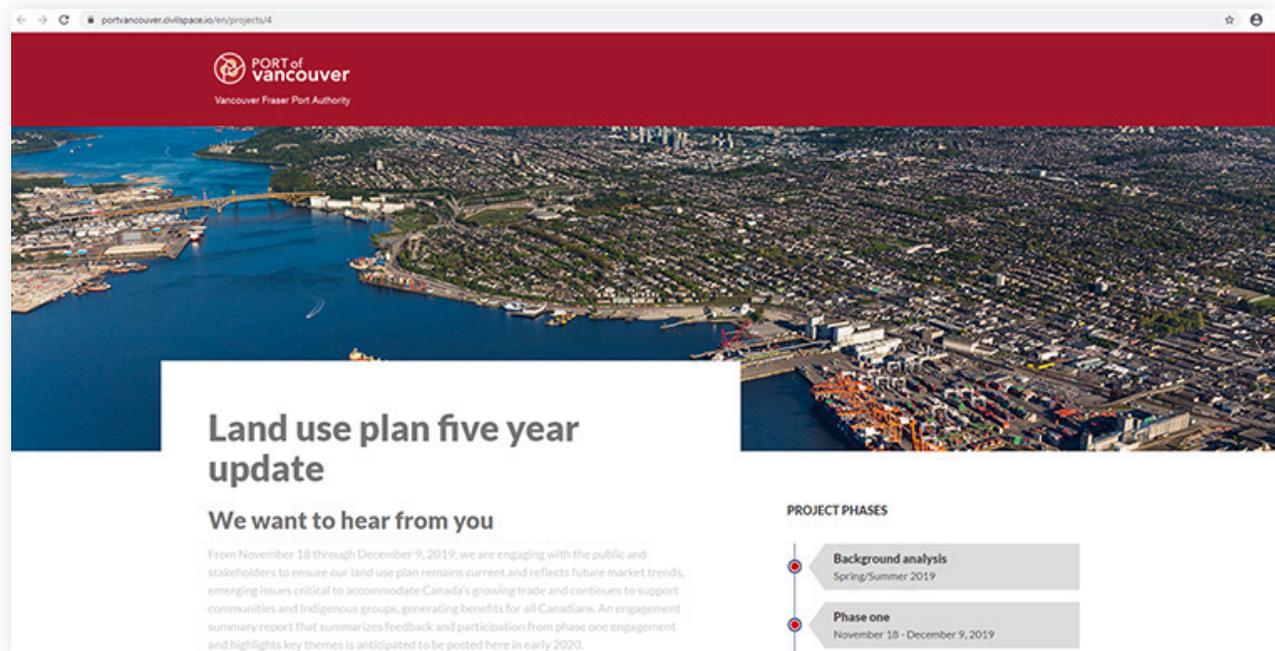
8:05 AM · Dec 3, 2019 · Hootsuite Inc.

2 Retweets 2 Likes

Appendix 3

Engagement materials

Online engagement platform



PORT of vancouver
Vancouver Fraser Port Authority

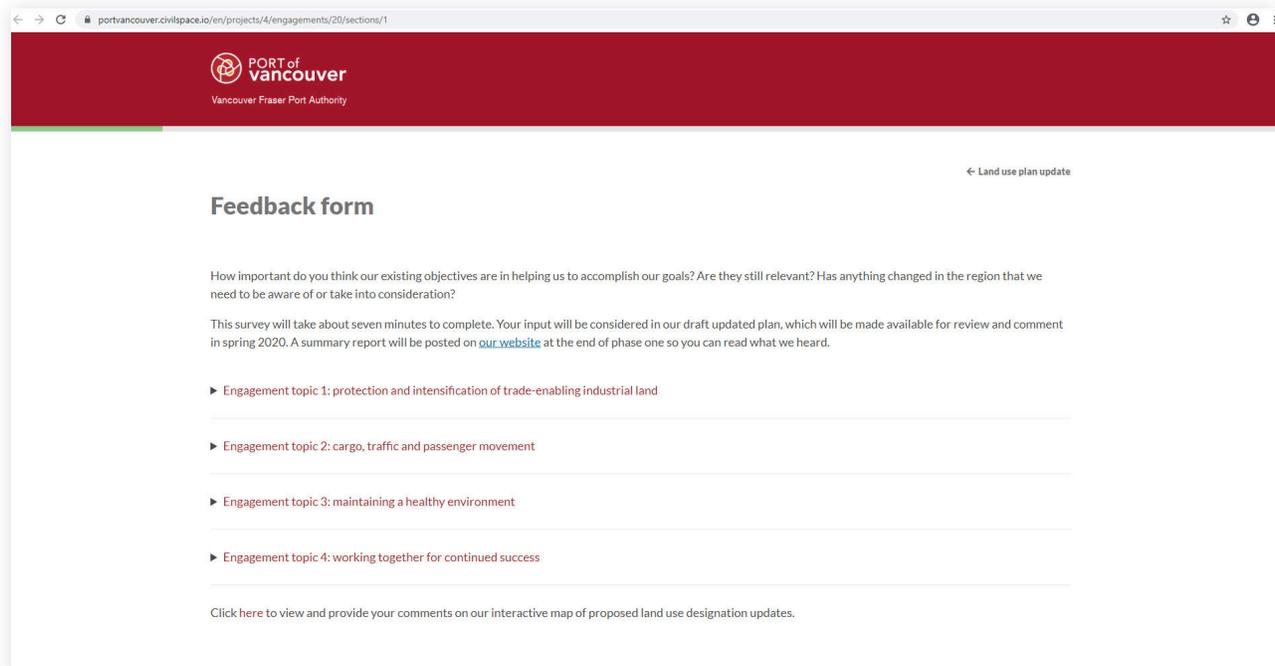
Land use plan five year update

We want to hear from you

From November 18 through December 9, 2019, we are engaging with the public and stakeholders to ensure our land use plan remains current and reflects future market trends, emerging issues critical to accommodate Canada's growing trade and continues to support communities and Indigenous groups, generating benefits for all Canadians. An engagement summary report that summarizes feedback and participation from phase one engagement and highlights key themes is anticipated to be posted here in early 2020.

PROJECT PHASES

- Background analysis
Spring/Summer 2019
- Phase one
November 18 - December 9, 2019



PORT of vancouver
Vancouver Fraser Port Authority

← Land use plan update

Feedback form

How important do you think our existing objectives are in helping us to accomplish our goals? Are they still relevant? Has anything changed in the region that we need to be aware of or take into consideration?

This survey will take about seven minutes to complete. Your input will be considered in our draft updated plan, which will be made available for review and comment in spring 2020. A summary report will be posted on [our website](#) at the end of phase one so you can read what we heard.

- ▶ Engagement topic 1: protection and intensification of trade-enabling industrial land
- ▶ Engagement topic 2: cargo, traffic and passenger movement
- ▶ Engagement topic 3: maintaining a healthy environment
- ▶ Engagement topic 4: working together for continued success

[Click here to view and provide your comments on our interactive map of proposed land use designation updates.](#)

← → 🔄 portvancouver.civilspace.io/en/projects/4/engagements/20/sections/2

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

1. Please indicate how important to you (or your organization) each of the following objectives are in achieving goal 1.

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

- Very important
- Somewhat important
- Neither
- Somewhat unimportant
- Not at all important

Optimize the use of existing port lands and waters

- Very important
- Somewhat important
- Neither

← → 🔄 portvancouver.civilspace.io/en/projects/4/engagements/20/sections/7


Vancouver Fraser Port Authority

[← Land use plan update](#)

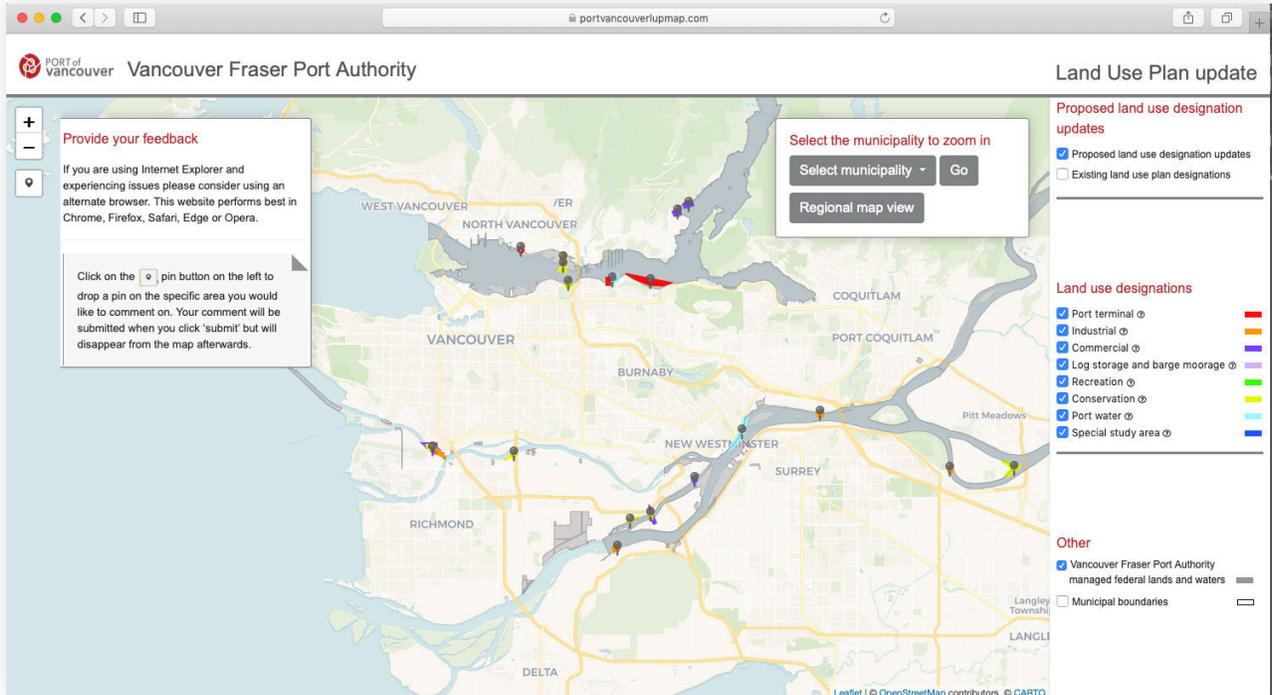
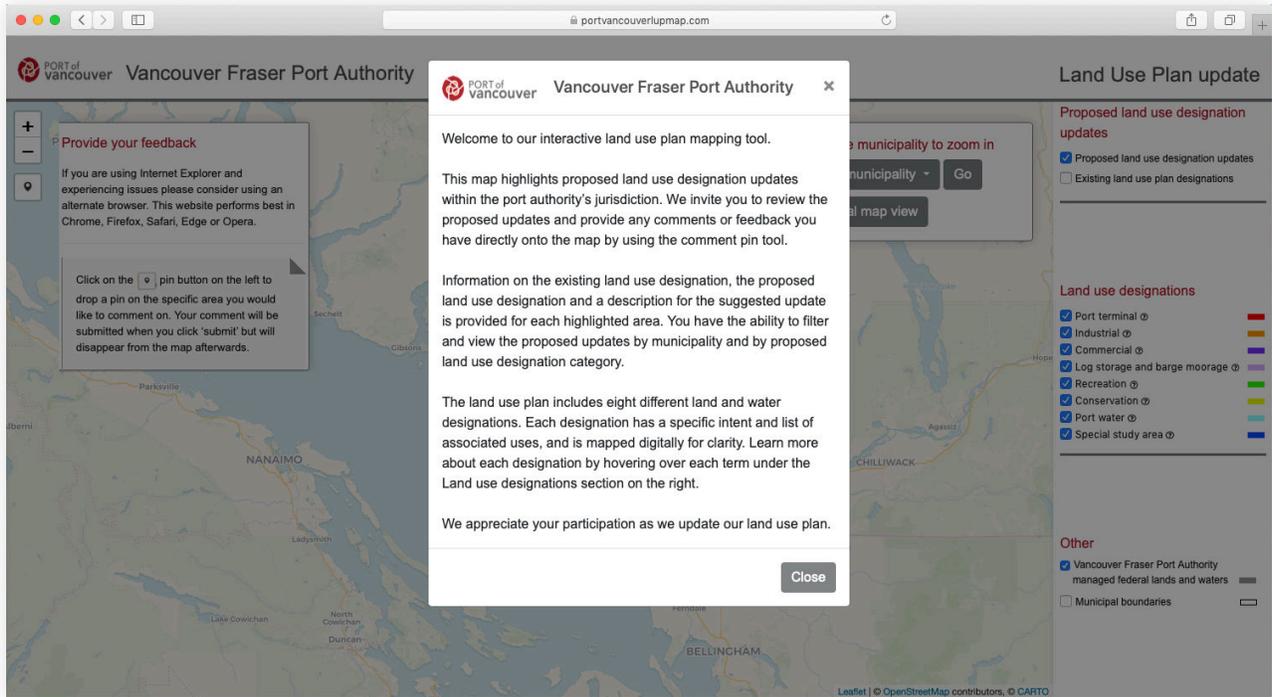
Additional comments

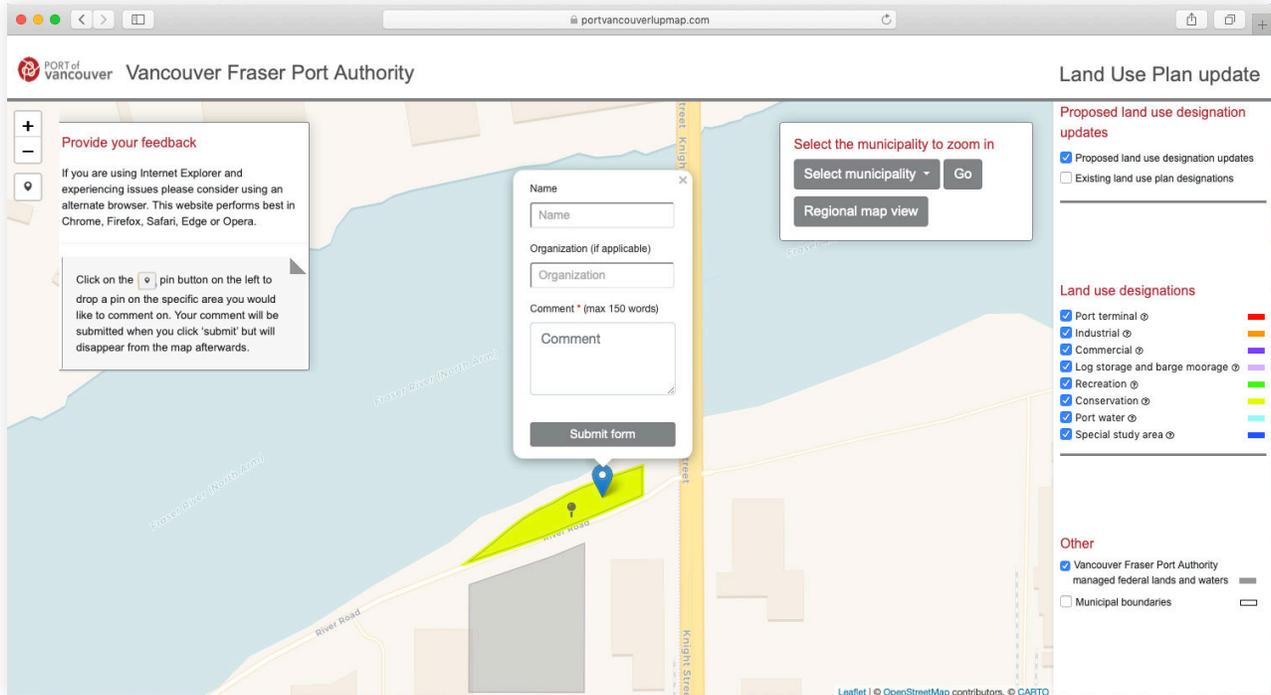
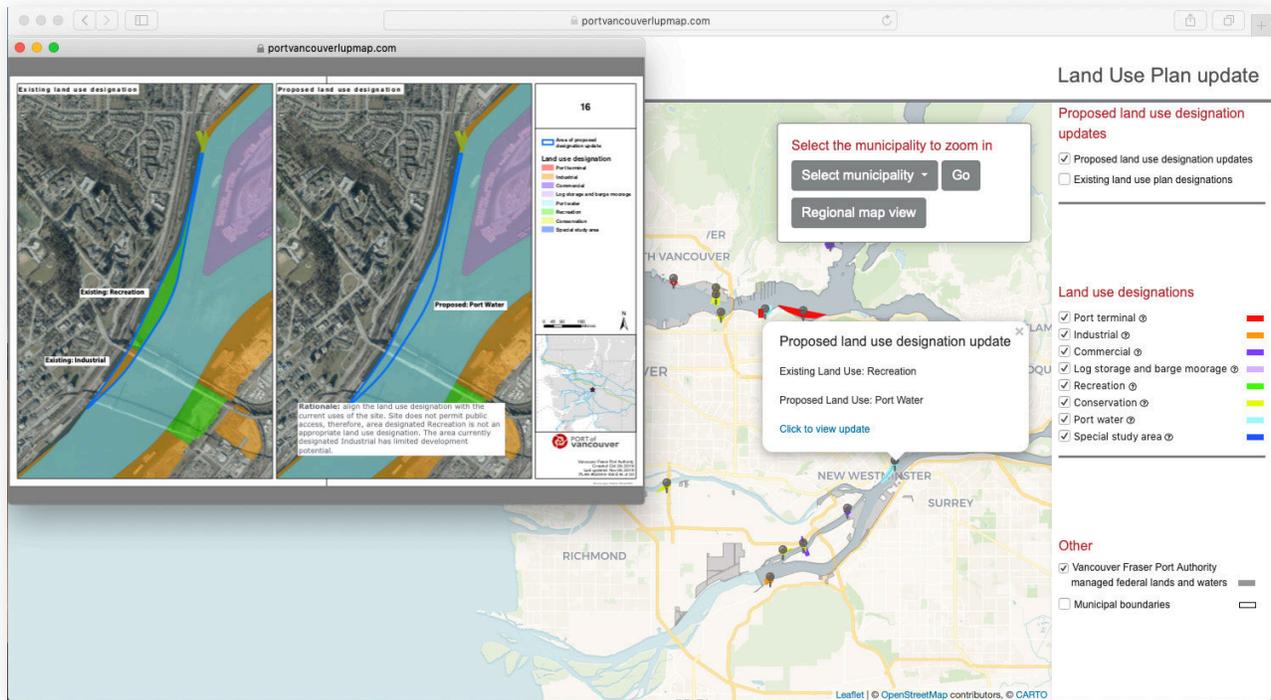
11. Please provide any additional comments you (or your organization) may have regarding any aspect of the Land Use Plan update.

[Previous](#) [Next](#) [Quit Survey](#)

©2020 Vancouver Fraser Port Authority [Privacy Policy](#) [Terms of Use](#) [Admin Login](#)

Interactive map





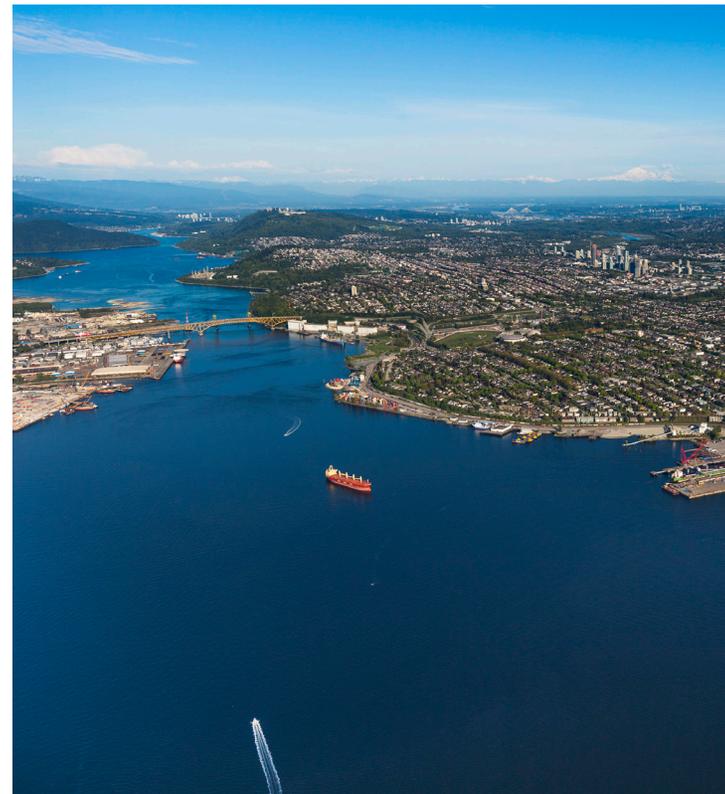
Welcome

We're updating our land use plan and we want to hear from you.

Our current land use plan was developed in consultation with more than 1,000 people representing municipalities, Indigenous groups, government agencies, environmental organizations, businesses, industries, and members of the public. It was adopted in 2014.

We are engaging with you now to ensure the land use plan remains current, reflects future market trends critical to Canada's growing trade while continuing to support communities, Indigenous groups and generating benefits for all Canadians.

Project timeline



About the Vancouver Fraser Port Authority

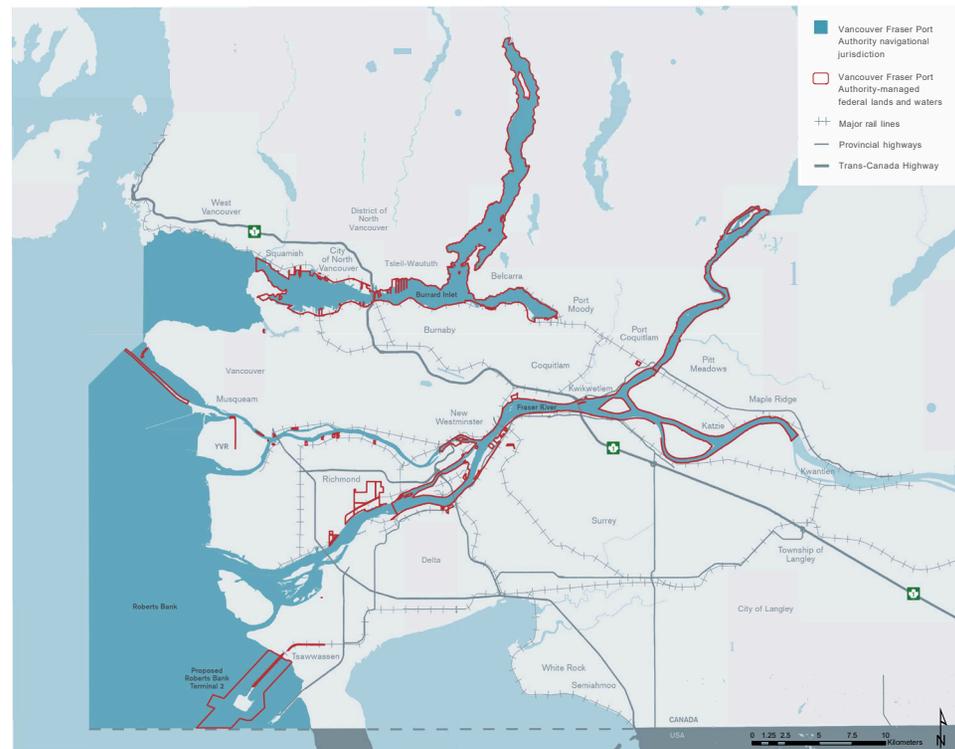
We are the Vancouver Fraser Port Authority, the federal agency that, on behalf of all Canadians, is responsible for the stewardship of the lands and waters that make up the Port of Vancouver.

Our mandate is to enable Canada's trade objectives, ensuring goods are moved safely while protecting the environment and considering local communities. This includes advancing environmental initiatives, and conducting project and environmental reviews of works and projects proposed for port lands and waters.

We are structured as a non-share corporation, are financially self-sufficient and do 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. We are accountable to the federal minister of transport and guided by the *Canada Marine Act*.

Our jurisdiction

The port authority manages over 16,000 hectares of water, more than 1,000 hectares of land and approximately 350 kilometres of shoreline, bordering 16 municipalities and intersecting traditional territories and treaty lands of Coast Salish Indigenous groups.



Vancouver Fraser Port Authority jurisdiction map.

What is a land use plan?

The *Canada Marine Act* requires that all port authorities have a land use plan. Our land use plan describes our long-term land use policy directions and our commitment to accommodate future trade growth in a socially, environmentally and economically responsible way.

Our current plan provides a framework to guide existing and future development of the lands and waters we manage for the next 15 to 20 years.

The plan includes:

- Land and water designations, each with a specific intent and list of 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

The document is used 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 to invest in new or expanded 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 how community interests will be considered

Goals, objectives and policy directions in the land use plan

The current plan has five goals that communicate what we would like to accomplish.

The plan includes objectives that explain and support each goal, as well as related policy directions or actions to accomplish each goal. To view these, visit portvancouver.com/landuseplanupdate.



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



Goal 2

Be a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region



Goal 3

Be a global leader among ports in the environmental stewardship of the lands and waters it manages



Goal 4

Port activity and development is a positive contributor to local communities and Indigenous groups



Goal 5

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



Engagement topics

Now that we are five years into our current plan, we would like to get your feedback on four engagement topics. Your feedback on these topics is important, and the port authority will consider your input during development of the updated land use plan.

- 1. Protection and intensification of trade-enabling industrial land**
- 2. Cargo, traffic and passenger movement**
- 3. Maintaining a healthy environment**
- 4. Working together for continued success**

In addition to the engagement topics, the plan update process will include updates to growth forecasts and statistics, land use plan designations and administrative survey mapping corrections, and implementation actions.

We want to hear from you!

There are various ways for you to provide your feedback.

- Online using the digital engagement portal which includes an interactive map: portvancouver.com/landuseplanengagement
- **Filling out a feedback form** at today's drop-in open house
- **By email:** landuse.plan@portvancouver.com
- **By mail: Land Use Plan Update**
Vancouver Fraser Port Authority
100 The Pointe, 999 Canada Place
Vancouver, B.C. V6C 3T4

Want to see the proposed land use designation updates?



Proposed land use designation updates can be viewed on our interactive map found at portvancouverLUPmap.com. We invite you to provide any comments you may have on the proposed updates through the interactive map tool.

Engagement process

Engagement is anticipated to occur in two phases. The first phase will start in fall 2019, and the second in spring 2020. Phase one is designed to collect your recommendations, collate and report out on the findings. Phase two will entail presenting the draft revised land use plan for your review.

Phase 1: Fall 2019 Review and update elements

In this phase we want to hear your ideas and insight on key topics so that we can bring our plan up to date.

This phase will include an online feedback form, workshops, meetings and an open house.

We are here

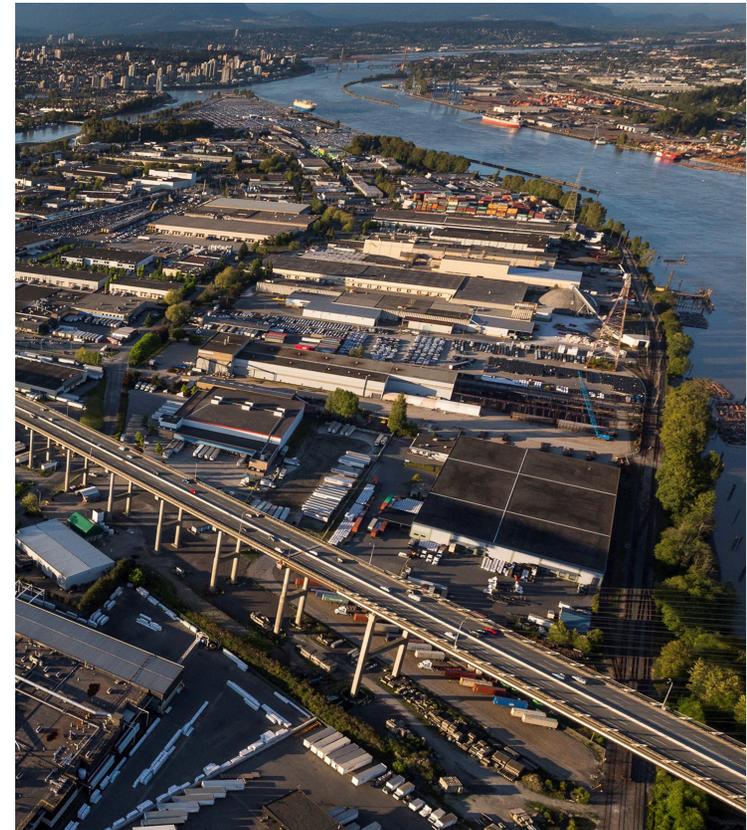
Phase 2: Spring 2020 Draft plan

In this phase we will share the updated draft land use plan so you can see how your feedback was integrated and know what to anticipate in the future.

This phase will include an online feedback form and an open house.

Thank you for your participation. Please provide your comments by December 9, 2019

If you have any questions about the land use plan update, and/or the information collected in this feedback form, please contact the port authority at 604.665.9092 or email landuse.plan@portvancouver.com



Land Use Plan Update

Discussion guide and feedback form

Phase 1 engagement: November 18 – December 9, 2019



We want to hear from you!

We appreciate your participation. Please provide your comments by December 9, 2019. There are various avenues for you to provide your feedback.

- Online using the digital engagement portal which includes an interactive map:
portvancouver.com/landuseplanengagement
- **At a drop-in open house**
Wednesday, November 27, 2019
4:00 p.m. to 7:00 p.m.
Port of Vancouver Discovery Centre
100 The Pointe, 999 Canada Place
Vancouver, B.C.
(located at the north end of the Vancouver Convention Centre East at Canada Place)
- **By email:** landuse.plan@portvancouver.com
- **By mail: Land Use Plan Update**
Vancouver Fraser Port Authority
100 The Pointe, 999 Canada Place
Vancouver, B.C. V6C 3T4

How to use this guide

The guide includes a summary of our current land use plan and engagement topics we would like your feedback on. It is designed to work with an interactive map available online at **portvancouverLUPmap.com** where you can view the proposed land use designation updates. Should you wish to see the current land use plan, please visit **portvancouver.com/landuseplanupdate**.

The interactive land use plan maps can only be accessed online. If you need assistance with the maps, or do not have access to a computer, we would encourage you to attend the open house and staff can assist you.

The guide also has an overview of the engagement process the Vancouver Fraser Port Authority is using to update our land use plan.

When you will hear from us next

A summary report will be posted on our website at the end of phase one so you can read what we heard. Your input will be considered in our draft updated plan, which will be made available for review and comment in spring 2020.

We're updating our land use plan and we want to hear from you.

Our current land use plan was developed in consultation with more than 1,000 people representing municipalities, Indigenous groups, government agencies, environmental organizations, businesses, industries, and members of the public. It was adopted in 2014.

We are engaging with you now to ensure the land use plan remains current, reflects future market trends critical to Canada's growing trade while continuing to support communities, Indigenous groups and generating benefits for all Canadians.

Engagement process

Engagement is anticipated to occur in two phases. The first phase will start in fall 2019, and the second in spring 2020. Phase one is designed to collect your recommendations, collate and report out on the findings. Phase two will entail presenting the draft revised land use plan for your review.

Phase 1: Fall 2019

Review and update elements

In this phase we want to hear your ideas and insight on key topics so that we can bring our plan up to date.

This phase will include an online feedback form, workshops, meetings and an open house.

We are here

Phase 2: Spring 2020

Draft plan

In this phase we will share the updated draft land use plan so you can see how your feedback was integrated and know what to anticipate in the future.

This phase will include an online feedback form and an open house.

Project timeline



A separate consultation process with local Indigenous groups is happening concurrently.

Our approach to engagement is based on two-way communication, open dialogue and working together to ensure the community, the environment and the economy are all considered utilizing the International Association of Public Participation spectrum.

International Association of Public Participation Spectrum

Increasing level of impact and participation

Inform	Consult*	Involve	Collaborate	Empower
We will keep you informed.	We will listen to your concerns and aspirations, and provide feedback on how you influenced the decision.	Your concerns will directly reflect the options developed, and we will provide feedback on how you influenced the decisions.	Your ideas will be incorporated into the final decision to the maximum extent possible.	You decide. We implement.

***We are engaging at this level**



About the Vancouver Fraser Port Authority

We are the Vancouver Fraser Port Authority, the federal agency that, on behalf of all Canadians, is responsible for the stewardship of the lands and waters that make up the Port of Vancouver. Our mandate is to enable Canada's trade objectives, ensuring goods are moved safely while protecting the environment and considering local communities. This includes advancing environmental initiatives, and conducting project and environmental reviews of works and projects proposed for port lands and waters.

We are structured as a non-share corporation, are financially self-sufficient and do 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. We are accountable to the federal minister of transport and guided by the *Canada Marine Act*.

Our jurisdiction

The port authority manages over 16,000 hectares of water, more than 1,000 hectares of land and approximately 350 kilometres of shoreline, bordering 16 municipalities and intersecting traditional territories and treaty lands of Coast Salish Indigenous groups.

Our vision

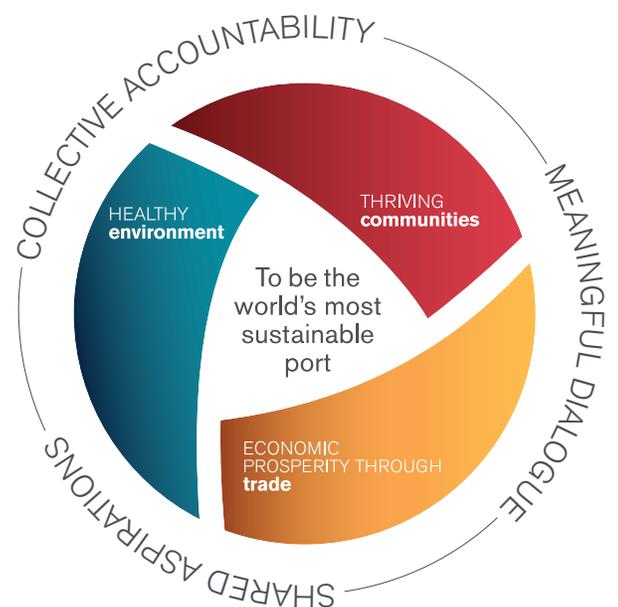
To be the world's most sustainable port.

Our mission

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

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 meaningful dialogue, shared aspirations and collective accountability.





Vancouver Fraser Port Authority jurisdiction map.

What is a land use plan?

The *Canada Marine Act* requires that all port authorities have a land use plan. Our land use plan describes our long-term land use policy directions and our commitment to accommodate future trade growth in a socially, environmentally and economically responsible way.

Our current plan provides a framework to guide existing and future development of the lands and waters we manage for the next 15 to 20 years.

The plan includes:

- Land and water designations, each with a specific intent and list of 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

The document is used 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 to invest in new or expanded 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 how community interests will be considered

Goals, objectives and policy directions in the land use plan

The current plan has five goals that communicate what we would like to accomplish over the next 15–20 years regarding the use of port authority lands and waters.

The plan includes objectives that explain and support each goal, as well as related policy directions or actions to accomplish each goal. To view these, visit portvancouver.com/landuseplanupdate.



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



Goal 2

Be a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region



Goal 3

Be a global leader among ports in the environmental stewardship of the lands and waters it manages



Goal 4

Port activity and development is a positive contributor to local communities and Indigenous groups



Goal 5

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

Engagement topics

Now that we are five years into our current plan, we would like to get your feedback on four engagement topics. Your feedback on these topics is important, and the port authority will consider your input during development of the updated land use plan.

In addition to the engagement topics, the plan update process will include updates to growth forecasts and statistics, land use plan designations and administrative survey mapping corrections, and implementation actions.

1. Protection and intensification of trade-enabling industrial land
2. Cargo, traffic and passenger movement
3. Maintaining a healthy environment
4. Working together for continued success



Engagement topic 1

Protection and intensification of trade-enabling industrial land

Our challenge

Protecting industrial land

A key priority for the port authority is to ensure there is adequate industrial land available in the region to meet trade requirements today and in the future. The current inventory of market-ready, trade-enabling industrial land is sufficient to meet demand for only the next eight to 15 years. Ensuring enough viable industrial land in the region is critical to a strong economy locally and across the nation, and to supporting Canada's trade objectives. Economic forecasts indicate Canada's trade with Asia will continue to grow and port infrastructure will need to grow with it. At the same time, Metro Vancouver is expecting one million new residents by the year 2050 who will need places to live and work.

What is “trade-enabling industrial land”?

Trade-enabling industrial land is required to support goods movement in and out of the region, and is used for marine terminals, distribution centres and warehouses, and other logistics businesses.

These operations generally require large parcels of land and are ideally located near major roads and railways.



Ensuring there is enough trade-enabling industrial land to meet our future needs

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. Approximately one in four jobs in Metro Vancouver is in industrial operations. As former industrial lands are redeveloped by municipalities for residential or other uses, the region loses valuable employment lands, and goods movement can become inefficient as it is forced further and further away from the port.

Additionally, as more and more people live closer to industrial operations, including the port, conflicts due to noise and other impacts will increase.

The successful preservation of industrial lands will depend on the decisions of all municipal and provincial governments that have authority over land use in the region. It is vital that all such authorities work together to protect the remaining industrial land and jobs, to continue to enable Canada's trade and to provide an adequate industrial land base for future generations.

Our objectives

- Protect the industrial land base to support port and related activities into the future
- Optimize the use of existing port lands and waters
- Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities
- Lead the port community in anticipating and responding to economic trends and opportunities that will affect the growth, development and competitiveness of the port

Our approach

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 engage the region in constructive and meaningful dialogue to find solutions to the critical shortage of industrial lands.

Did you know

The Port of Vancouver enables trade of approximately \$240 billion in goods each year. Port-related activities annually support:

96,200

jobs in British Columbia

\$24.2 billion

in economic output

115,300

jobs in Canada

\$67,900

average wage for direct jobs (versus \$44,000 average wage in Canada)

\$7 billion

in wages

\$11.9 billion

in gross domestic product

\$1.4 billion

per year in tax revenues

The Port of Vancouver: Canada's largest and busiest port

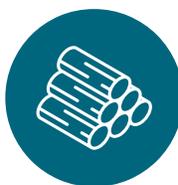
The Port of Vancouver includes 27 major marine cargo and passenger terminals, and connects with three Class 1 railroads and one short-line railroad.

Cargo types

There are five cargo types moved through the Port of Vancouver:



Automobiles



Breakbulk and project cargo such as forest products, steel and machinery



Bulk cargo including grain, fertilizer and liquids



Shipping container cargo



Cruise



Engagement topic 2

Cargo, traffic and passenger movement

Our challenge

Ensuring safe, secure and efficient movement of goods and passengers

A key priority for the port authority is to ensure that marine, road and rail corridors and infrastructure all connect together to efficiently move goods and passengers through the Port of Vancouver. Our 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 long-term growth and development. Because of the strategic importance of transportation infrastructure, the port authority has leveraged various provincial, federal and private sector funding sources over the past decade to invest in supply-chain infrastructure improvements both within port authority jurisdiction and in the wider region.

In 2018, 147 million tonnes of cargo moved through the Port of Vancouver. Demand for Canadian trade is expected to continue to increase. Forecasts indicate that trade through the Port of Vancouver will increase in excess of 200 million tonnes by 2030.

Our objectives

- Improve operational efficiencies of transportation modes serving the port
- Preserve, maintain and improve transportation corridors and infrastructure critical to moving goods and passengers to and through the port
- Ensure safe and secure movement of goods and passengers through the port

Our approach

We're working in collaboration with government and industry to plan and develop port and transportation infrastructure to meet this demand, with an aim to grow in a sustainable way that considers the interests of local communities and protects the environment.

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. These improvements help increase trade capacity and deliver a capable and efficient network of transportation infrastructure to ensure that the port authority fulfills its mandate to enable Canada's trade.

The Gateway Transportation Collaboration Forum, established in 2014, is a collaborative effort to ensure the Vancouver gateway is ready to manage growing trade. The Greater Vancouver Gateway 2030 strategy, released in 2016, identifies nearly 40 transportation infrastructure projects that would provide national, provincial, regional and local benefits, including reducing the impact of increased trade on local communities. The strategy also identifies specific projects that would be beneficial to the port authority, its rail partners and communities.

Did you know

With our partners, we have secured more than \$300 million of federal funding towards projects that will increase capacity and improve the efficiency of goods movement through the Port of Vancouver while helping minimize the impacts of growth in trade on local communities.

Delivery of these projects is underway and will include opportunities for public input. Visit portvancouver.com/gatewayprojects for more information.





Engagement topic 3

Maintaining a healthy environment

Our challenge

Environmental protection and resiliency of the lands and waters we manage

The Port of Vancouver operates within an ecologically rich environment that is habitat for a diversity of aquatic and terrestrial species. We are committed to providing a high level of environmental protection and maintaining a healthy environment while facilitating Canada's trade objectives. The transportation of goods requires energy, much of which is generated through the combustion of fossil fuels and releases emissions which contribute to climate change and affect air quality.

Port operations and infrastructure development can also contribute to habitat loss and degradation. Long term climate change impacts, in particular rising sea levels combined with more frequent and severe weather events will impact port operations. Studies indicate that coastal communities and ports in British Columbia may be faced with sea level rise of one metre or more by 2100. A collaborative and coordinated regional approach to climate adaptation is needed to build resiliency and minimize impacts on coastal communities and ports. Resiliency and climate adaptation are therefore important considerations for port land use planning.

Our objectives

- Contribute to the overall ecological health of the region by reducing impacts from port activity and protecting, sustaining and enhancing ecosystems
- Reduce air emissions, including greenhouse gas intensity and promote energy conservation in port operations and developments
- Improve land and water quality within the port
- Promote sustainable practices in design and construction, operation and administration in the port

Our approach

We take a holistic approach to protecting and improving water, air, land and wildlife, and collaborate with industry, government, Indigenous groups, non-government organizations, and other ports, on a suite

of environmental initiatives and programs to maintain a healthy environment, focusing on healthy ecosystems, climate action and responsible practices. Further details of our environmental programs are available at portvancouver.com/environment.

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 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.

Did you know

Our Habitat Enhancement Program creates new and enhanced fish and wildlife habitat as part of a broader strategy to facilitate growing trade, acknowledging that certain new port development projects will be required to appropriately mitigate potential adverse effects on fish or fish habitat.

Since 2013, the port authority has created or improved 12 habitat sites, approximately 10 hectares of marine, brackish marsh and freshwater habitat, and completed feasibility work for over 100 hectares of potential habitat enhancement.





Engagement topic 4

Working together for continued success

Our challenge

The Port of Vancouver operates 24 hours a day to support Canada's trade objectives. Port operations result in increased rail and truck movement, noise and other activities that can affect community well-being. There are also ongoing projects and/or proposed infrastructure development in and around these communities. We work to balance trade objectives with the interests of our neighbours while enabling growth and fulfillment of our mandate for Canadians. Keeping channels of communication open between ourselves and the communities in which the port operates is vital to ensuring we are able to balance trade objectives with the interests of our neighbours.

Our objectives

- Generate sustainable local and national economic benefits through the use and development of port lands and waters
- 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
- Seek to minimize impacts from port operations and development on local communities and Indigenous groups
- 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

Our approach

Working with Indigenous groups

For thousands of years, the Coast Salish Peoples have lived and prospered in the region. They had 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 port authority seeks to work more closely with Indigenous communities to advance their interests and aspirations, and also to increase Canada's competitiveness as a trading nation. Improved engagement and consultation practices, through dialogue and other strategies, can support balancing growth while minimizing impacts to Indigenous rights.

Supporting communities and generating benefits for Canadians

The port authority, local communities and Indigenous groups work together to take advantage of the opportunities a thriving port can offer. Building on these relationships and the energy and innovation they bring, we are pursuing investments, strategies and initiatives that will set the stage for strong and sustainable growth in trade for the benefit of all Canadians.

We engage local governments on an ongoing basis to strengthen communications, build productive working relationships and find opportunities for collaboration.

Did you know

We have four community liaison committees that bring together diverse community stakeholders to facilitate discussions about port-related impacts.

East Vancouver Port Lands and Liaison Committee, North Shore Waterfront Liaison Committee, Port Community Liaison Committee (Delta), and the recently-formed South Shore Community Liaison Committee.





Feedback form

We want to hear from you! Please complete this form by hand or electronically at portvancouver.com/landuseplanengagement by December 9, 2019.

How important do you think our existing objectives are in helping us to accomplish our goals? Are they still relevant? Has anything changed in the region that we need to be aware of or take into consideration?

Feedback form

1. Please indicate how important to you (or your organization) each of the following objectives are in achieving goal 1.

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

Existing objectives	Very important	Somewhat important	Neither	Somewhat unimportant	Not at all important
Protect the industrial land base to support port and related activities into the future	<input type="checkbox"/>				
Optimize the use of existing port lands and waters	<input type="checkbox"/>				
Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities	<input type="checkbox"/>				
Lead the port community in anticipating and responding to economic trends and opportunities that will affect the growth, development and competitiveness of the port	<input type="checkbox"/>				

2. What other ideas do we need to consider to achieve or exceed goal 1?

3. Please indicate how important to you (or your organization) each of the following objectives are in achieving goal 2.

Goal 2: Be a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region

Existing objectives	Very important	Somewhat important	Neither	Somewhat unimportant	Not at all important
Improve operational efficiencies of transportation modes serving the port	<input type="checkbox"/>				
Preserve, maintain and improve transportation corridors and infrastructure critical to moving goods and passengers to and through the port	<input type="checkbox"/>				
Ensure safe and secure movement of goods and passengers through the port	<input type="checkbox"/>				

4. What other ideas do we need to consider to achieve or exceed goal 2?

Feedback form

5. Please indicate how important to you (or your organization) each of the following objectives are in achieving goal 3.

Goal 3: Be a global leader among ports in the environmental stewardship of the lands and waters it manages

Existing objectives	Very important	Somewhat important	Neither	Somewhat unimportant	Not at all important
Contribute to the overall ecological health of the region by reducing impacts from port activity and protecting, sustaining and enhancing ecosystems	<input type="checkbox"/>				
Reduce air emissions, including greenhouse gas intensity and promote energy conservation in port operations and developments	<input type="checkbox"/>				
Improve land and water quality within the port	<input type="checkbox"/>				
Promote sustainable practices in design and construction, operation and administration in the port	<input type="checkbox"/>				

6. What other ideas do we need to consider to achieve or exceed goal 3?

7. Please indicate how important to you (or your organization) each of the following objectives are in achieving goal 4.

Goal 4: Port activity and development is a positive contributor to local communities and Indigenous groups

Existing objectives	Very important	Somewhat important	Neither	Somewhat unimportant	Not at all important
Generate sustainable local and national economic benefits through the use and development of port lands and waters	<input type="checkbox"/>				
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	<input type="checkbox"/>				
Seek to minimize impacts from port operations and development on local communities and Indigenous groups	<input type="checkbox"/>				

8. What other ideas do we need to consider to achieve or exceed goal 4?

Feedback form

9. Please indicate how important to you (or your organization) the following objective is in achieving goal 5.

Goal 5: Be a leader in communication and engagement in support of the use and development of port lands and waters

Existing objectives	Very important	Somewhat important	Neither	Somewhat unimportant	Not at all important
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	<input type="checkbox"/>				

10. What other ideas do we need to consider to achieve or exceed goal 5?

11. Please provide any additional comments you (or your organization) may have regarding any aspect of the Land Use Plan update.



Want to see the proposed land use designation updates?

Proposed updates to our maps can be viewed on our interactive map found at portvancouverLUPmap.com. We invite you to provide any comments you may have on the proposed updates through the interactive map tool.

Contact information (optional)

Name:

Organization (if applicable):

Phone:

Email:

First three digits of your postal code:

Privacy: The information you provide on this feedback form will be added to the port authority's database to maintain a record of contact. Your personal information will not be used for any purpose other than to inform the update of our land use plan. Any personal contact information you provide to the port authority in this form is collected and protected in accordance with the federal *Access to Information Act* and *Privacy Act*.

Questions

If you have any questions about the land use plan update, and/or the information collected in this feedback form, please contact the port authority at 604.665.9092 or email landuse.plan@portvancouver.com

Thank you for your participation. Please provide your comments by December 9, 2019:

- Online using the digital engagement portal which includes an interactive map:
portvancouver.com/landuseplanengagement
- **At a drop-in open house**
Wednesday, November 27, 2019
4:00 p.m. to 7:00 p.m.
Port of Vancouver Discovery Centre
100 The Pointe, 999 Canada Place, Vancouver, B.C.
(located at the north end of the Vancouver Convention Centre East at Canada Place)
- **By email:** landuse.plan@portvancouver.com
- **By mail: Land Use Plan Update**
Vancouver Fraser Port Authority
100 The Pointe, 999 Canada Place
Vancouver, B.C. V6C 3T4



Kirk&Co.



Please recycle if printed.