



PORT of
vancouver

Vancouver Fraser
Port Authority

Land use plan update

Phase 2 engagement

Consideration report

January 2021



Canada

An aerial photograph of a coastal region, likely a bay or estuary, with a red semi-transparent overlay highlighting a specific area of interest. The overlay covers a large portion of the central and lower-left areas of the map. The text 'Contents' is positioned in the upper-left quadrant of the red area.

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Background

The port authority's land use plan, adopted in 2014, 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.

Over the past year, the port authority has engaged with local governments, Indigenous groups, the public, and stakeholders to ensure our land use plan remains current and reflects future market trends critical to Canada's growing trade, while continuing to support communities and Indigenous groups and generate benefits for all Canadians.

Engagement occurred in two phases; the first phase in fall 2019, and a second phase in summer 2020. Input received during Phase 1 informed draft updates to the land use plan. During Phase 2, the draft updated land use plan was shared for comment, and input received was considered in the finalization of the plan updates, which will be presented to the port authority's board of directors for consideration of adoption.

Project timeline



There were a total of 75 participant interactions during Phase 2 engagement:

- 29 people provided input through an online feedback form or written submissions
- 34 people attended an online open house
- 11 municipalities, provincial ministries or regional agencies provided written submissions



Feedback

This document includes the port authority's responses to comments received in Phase 2 engagement, as well as how feedback has been considered and, where applicable, incorporated into the updated land use plan. For the purpose of this consideration report, the feedback provided by participants has been combined and organized into themes, listed alphabetically.

Agricultural land

Comment/question/suggestion

- Concern about a loss of agricultural land
- Request for a commitment from the port authority to not pursue the use of agricultural land for industrial operations
- Concern that lands within the Agricultural Land Reserve are at risk of being identified for acquisition by the port authority to be made available and converted for future port use
- Request for the land use plan to be revised to state that the port authority will not use or expand on agricultural land

Port authority's response

The port authority's mandate is to enable Canada's trade objectives, ensuring safety, environmental protection, and consideration of local communities. Looking forward over the next 20 years, growth is forecast across most port business sectors. The key challenge will be ensuring there is sufficient land to support this expected growth and to make the best possible use of the available land. While the use of land—whether commercial, industrial, residential, or agricultural—is interdependent, the users of those lands must often compete with one another to expand and grow.

The diminishing availability of industrial land remains a critical challenge on the West Coast, and specifically the Metro Vancouver region, with the current inventory of market-ready industrial land in the Lower Mainland expected to be depleted within the next 10 years. 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.

Trade-enabling industrial land is required to support goods movement in and out of the region, and is used for marine terminals, distribution centres, warehouses, and other logistics businesses. These operations, which generally require large parcels of land, are ideally located near major roads and railways.

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

Beyond federal port authority-managed lands, municipal governments are responsible for managing and zoning lands within their respective jurisdictions. We have been advocating for the protection of municipal industrial lands for the last decade, and our hope is some sort of collaboration or government initiative can create an overarching strategy to address how all land is protected for all purposes, including housing, agriculture, and industry.

We welcome input from stakeholders, including the Agricultural Land Commission, and further discussions on how to address this key challenge.

Comment/question/suggestion

- COVID-19 has raised concerns about food security. Has this project team considered impacts from the conversion of agricultural land owned by the Vancouver Fraser Port Authority to industrial use?

Port authority's response

Vancouver Fraser Port Authority sites currently used for agricultural purposes are designated special study areas. Any change in use will require additional study, consultation, planning, and an amendment to the land use designation.

No land use designation changes are proposed for lands within special study area designations as part of this update process.

Comment/question/suggestion

- Request for the special study area designations in Richmond to be re-designated as agricultural

Port authority's response

The port authority's land use plan has eight land use designations that relate to both land and marine uses. There are currently four sites designated special study area within Planning Area 7: Fraser River North, South and Middle Arm.

These four special study area sites are currently used for agricultural purposes, which is the same use prior to the acquisition by the port authority.

The port authority maintains that wherever possible, land holdings within the Agricultural Land Reserve (ALR) will be designated special study area requiring additional study, consultation and planning to determine their future use through a Land Use Plan amendment. Until further analysis can be completed, the current use remains unchanged.

- > Implementation measure associated with Goal 1: Undertake a comprehensive review of each site designated as a special study area in the land use plan to determine the site's suitable long-term use. This review will include consultation with affected communities, governments, agencies and stakeholders prior to the associated amendments to this land use plan.

No land use designation changes are proposed for lands within special study area designations as part of this update process.

Comment/question/suggestion

- Request that Objective 1.3.1 be amended to indicate that Agricultural Land Reserve land will not be considered for future acquisition due to the scarcity of agricultural land as a resource

The plan addresses the port authority's current land holdings and does not limit the types of land the port authority may acquire in the future to meet the demands of Canada's growing trade. The plan also strongly emphasizes the importance of preserving industrial land for trade-enabling uses and defines trade-enabling industrial land from the port authority's perspective.

New policies have been added to the plan to consider co-location of industrial and supportive uses, encourage compatible uses to minimize conflicts, and explore public and private partnerships to leverage investments in infrastructure and facilities strategically aligned with the port authority's mandate.

These new policies are:

- > Policy 1.2.5: Consider the co-location of industrial and supportive uses that integrate multimodal supply-chain logistics.
- > Policy 1.2.6: Encourage compatible uses and development adjacent to port lands and waters to minimize potential conflicts with port activity, including appropriate site and building design measures to minimize impacts.
- > Policy 1.3.4: Leverage public and private partnerships to invest in infrastructure and facilities strategically aligned with the port authority's mandate.



Contaminated land and waters

Comment/question/suggestion

- Desire for increased transparency regarding contaminated lands and waters within the port authority's jurisdiction, and compliance with the Land Title and Survey Authority of B.C.

Port authority's response

The Federal Contaminates Sites Action Plan (FCSAP) programs, including the Federal Contaminated Sites Inventory, provide a public list of contaminated properties. However, the port authority is unable to participate in these programs because we are a financially self-sustaining agent of the crown and not an Agency or Department.

The port authority takes contamination seriously and the land use plan includes the following policies:

- > Policy 3.3.1: Manage environmental contamination within port authority jurisdiction through investigation, remediation, and/or risk management approaches to address lands and sediments that have been contaminated historically.
- > Policy 3.3.3: Ensure the environmental quality of soil, sediment, and groundwater of tenanted sites is maintained or improved from the time the site becomes occupied to the time it becomes vacant.



CRAB Park

Comment/question/suggestion

- Suggestion to expand CRAB Park in Vancouver

Port authority's response

The port authority works with the 16 municipalities that border the port, including the City of Vancouver, to identify and respond to community issues related to the port. We do this by engaging local governments to strengthen communities, build productive working relationships, and find opportunities for collaboration, which we accomplish through working groups, formal consultation programs, information sessions, presentations to councils, and events.

CRAB Park at Portside is located on federal port land, under a long-term lease with the Vancouver Park Board. We continue to support CRAB Park at Portside as an essential space for the community.

CRAB Park is also nestled on port land, in an area that is an extremely important transportation hub that supports and coordinates a diverse range of transportation activities including cruising, public transit (SeaBus and West Coast Express), and goods movement, including trains.

In partnership with DP World, we have dedicated one million dollars to CRAB Park improvements as part of a community investment program connected to the Centerm Expansion Project. We have connected with the Vancouver Park Board about this donation and we understand they will be working with the community and stakeholders to help determine the best use of these funds.

Development/ construction

Comment/question/suggestion

- Plans for the development of future export terminals by the port authority

Port authority's response

Our land use plan is used to guide land use and future growth opportunities. The port terminal designation in the land use plan identifies all current and future areas for deep-sea marine and river terminals. This includes primary trade-related uses that support shipping, transportation of goods and passengers, and handling of goods, among other uses. Any future developments would go through an appropriate consultation process.

Comment/question/suggestion

- Suggestion to construct a boat ramp (location not specified)

Port authority's response

The port authority recognizes the importance to local communities of public access to the waterfront. We need to balance this interest with the need of current and future port operations to also access the waterfront.

- > Objective 4.2: Ensure public recreational opportunities and waterfront access are provided within the port in a manner compatible with port activities and the protection of fish and wildlife.

This objective also includes supporting policies to facilitate recreational uses, where appropriate.





Energy

Comment/question/suggestion

- Suggestion to develop a waste-to-energy facility

Port authority's response

This comment has been noted and shared with our planning and operations teams.

Comment/question/suggestion

- Suggestion to develop onshore power networks and clean technologies, such as waste-to-energy facilities, at ports

Port authority's response

The port authority has several policies and an implementation measure to reduce air emissions, promote energy conservation, and explore opportunities to work with stakeholders and partner agencies on these matters.

- > Policy 3.2.1: Reduce air emissions from port activities by applying best practices and best available technologies for reducing emissions and improving regional air quality.
- > Policy 3.2.2: Encourage energy conservation and use of low-carbon technologies to support port operations and developments, and to reduce air emissions.
- > Policy 3.2.3: Explore opportunities with stakeholders and partner agencies to collaborate on initiatives that reduce greenhouse gases and other air emissions, and monitor and report on port-related air emissions and air quality.

The implementation measure that demonstrates the port authority's commitment to addressing climate change is:

- > Implementation measure associated with Goal 1: Develop a climate change adaptation strategy to support and inform decision-making and reduce the potential long-term costs and impacts associated with climate change.

Engagement

Comment/question/suggestion

- Suggestions regarding Phase 2 engagement methods and materials, such as more opportunities to provide feedback
- Impacts of the COVID-19 pandemic on the land use plan update process

Port authority's response

The port authority uses best practices and guidelines to set consultation and engagement timelines and/or parameters. This is an ever-changing field and we will continue to evolve in response to feedback and new standards.

We invite members of the public to ask questions and provide feedback about work the port authority is leading and port operations. This can be done in several ways, through the Community Feedback (phone and email line), the contact us feature on our website and, subject to public health directives, in-person at the Port of Vancouver at our community office at Trenant Park Square shopping centre in Delta.

The port authority's engagement teams have been using a mix of on-line and more traditional engagement methods to reach out to community members during the COVID-19 pandemic. This, combined with traditional and social media advertising, has resulted in a marked up-take in the number of people participating in engagements for infrastructure development or policy changes at the port authority.

Comment/question/suggestion

- Involvement of regional environmental organizations in the land use plan update process

Port authority's response

Notification activities to inform the public and stakeholders about phases 1 and 2 of engagement opportunities included:

- During Phase 1, emails were sent to 933 stakeholders who signed up to receive updates regarding the port authority's land use plan. The emails detailed engagement opportunities during of Phase 1.
- During Phase 2, two emails to a combined 2,181 stakeholders who signed up to receive updates regarding the port authority's land use plan: the first email on June 19 to inform about the start of Phase 2 engagement opportunities, and the second, sent August 7, to promote the online open house and remind stakeholders of the engagement period closing date of August 20.
- Additionally, a combined 468 emails were sent in Phase 1 and 2 to stakeholders representing environmental organizations as well as municipalities, terminal operators, off-dock facilities, port tenants, transportation companies, and government agencies. The emails notified stakeholders of the engagement processes and avenues to provide input in Phase 1 and 2.
- Newspaper advertisements were run in both phases to promote the engagement process:
 - November 12, 2019 in the *Vancouver Sun, Metro Star and Province*
 - June 18 and July 29 in the *Vancouver Sun and Province*
- Posts were made in social media during both phases

Comment/question/suggestion

- Request for a copy of the presentation delivered by team during the August 12 online open house

Port authority's response

The presentation made by port authority staff during the August 12 online open house can be found at youtu.be/CPZW3MopCRE. The recording was also posted to the engagement website page.



Comment/question/suggestion

- Request for the port authority to enhance its communications and processes on proposed land use plan amendments and referrals to provide more opportunities for local governments to provide meaningful input through the consultation process

Port authority's response

The port authority works with the 16 municipalities to identify and respond to community issues related to the port. We do this by engaging local governments to strengthen communities, build productive working relationships, and find opportunities for collaboration, which we accomplish through working groups, formal consultation programs, information sessions, presentations to councils, and events.

The port authority's engagement teams has been using a mix of digital and more traditional engagement methods to reach out to community members during the COVID-19 pandemic. This, combined with traditional and social media advertising has resulted in a marked up-take in the number of people participating in engagements for infrastructure development or policy changes at the port authority.

The port authority uses best practices and guidelines in engagement, such as those of the International Association for Public Participation (IAP2), International Association of Facilitators (IAF) and International Association for Business Communicators (IABC), to set consultation and engagement timelines and/or parameters. This is an ever-changing field and we will continue to evolve our practices in response to feedback and new standards.

In terms of our annual amendment process, we will continue to engage and consult with local governments on annual amendments as appropriate.

Comment/question/suggestion

- Request for an extension to the engagement deadline for municipalities

Port authority's response

In response to feedback from municipalities, the deadline for submissions from municipalities and regional agencies was extended from August 20 to September 18, 2020.

Environment

Comment/question/suggestion

- Concern about noise and light pollution generated by port operations on the North Shore

Port authority's response

Port operations are industrial by nature and occur on a 24/7 basis. As a port authority, we are not directly involved in operations at port terminals, but we have a responsibility to local residents and businesses to help minimize noise and other impacts originating from lands that make up the Port of Vancouver. We work with communities to proactively identify concerns associated with port operations, and with port users—such as terminals and shippers—to minimize those concerns.

The port authority strives to be a good neighbour, which means proactively considering possible effects on communities and Indigenous groups from growing trade when we plan and manage port activity and growth.

One of our key objectives at the port authority is to seek to minimize impacts from port operations and development. The following objective and policy highlight our commitment in this area.

- > Objective 4.3: Seek to minimize impacts from port operations and development on local communities and Indigenous groups.
- > Policy 4.3.1: Ensure potential impacts from new and expanded development and transportation infrastructure—such as noise, lighting glare, dust, views, emissions, and traffic congestion—are identified and appropriately avoided, minimized, and/or mitigated by administering a comprehensive and thorough project and environmental review process that solicits and incorporates input from potentially affected communities, stakeholders, and Indigenous groups, and requires appropriate actions and monitoring by project proponents.

Comment/question/suggestion

- Concern about the ecological impacts of port operations in the Fraser River

Port authority's response

One of the port authority's five overarching goals in the land use plan, is to be a global leader among ports in the environmental stewardship of port lands and waters we manage by protecting and enhancing port environmental health and resiliency. From an environmental perspective, the manner in which port property is physically used will influence how successful the port authority is in achieving this goal.

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

Any future development proposals on federal lands and waters in the port authority's jurisdiction would need to be assessed through our project and environmental review (PER) process. We use our PER process to fulfill our federal responsibilities under the *Canada Marine Act* and the *Impact Assessment Act (2019)*, to determine whether a project can go ahead without significant adverse impacts on the environment and community that cannot be mitigated. More information about our PER process is available on our [website](#).

Comment/question/suggestion

- Suggestion that more land and intertidal waters be set aside for wild bird habitat

Port authority's response

Birds and wildlife use a range of habitats and areas throughout the Port of Vancouver, including industrial lands. The port authority supports research on marine bird use of the waters within the port. Prior to new developments on federal port lands, we consider the potential impacts of port operations and activities on birds and wildlife through our project and environmental review process.

The following objective and policy highlight our commitment in this area.

- > Objective 3.1: Contribute to the overall ecological health of the region by reducing impacts from port-related activity and by protecting, sustaining, and enhancing ecosystems.
- > Policy 3.1.3: Support the creation, enhancement, and/or restoration of fish and wildlife habitat at appropriate locations within the port authority's jurisdiction or, when such locations are not available, at locations outside the port authority's jurisdiction.

Comment/question/suggestion

- Ecological impacts from port operations on sensitive habitat areas, such as Burns Bog

Port authority's response

The port authority is committed to contributing to the overall ecological health of the region by reducing impacts from port-related activity and by protecting, sustaining, and enhancing ecosystems.

The following objective and policy highlight our commitment:

- > Objective 3.1: Contribute to the overall ecological health of the region by reducing impacts from port-related activity and by protecting, sustaining, and enhancing ecosystems.
- > Policy 3.1.4: Collaborate with environmental agencies, local governments, Indigenous groups, and stakeholders on environmental initiatives and in the monitoring, protection, and enhancement of critical terrestrial, marine, and estuarine environments.

Comment/question/suggestion

- Support for implementation measures that address the issue of sea level rise and increased flood risks associated with climate change

Port authority's response

The implementation measures that demonstrates the port authority's commitment to addressing sea level rise are:

- > Implementation measure associated with Goal 1: Develop a climate change adaptation strategy to support and inform decision-making and reduce the potential long-term costs and impacts associated with climate change.
- > Implementation measure associated with Goal 3: Collaborate internationally with ports and industry to advance innovative climate policy and initiatives such as the Northwest Ports Clean Air Strategy and World Ports Climate Action Program.

Comment/question/suggestion

- Support policy direction 3.2.2

Port authority's response

- > Policy 3.2.2: Encourage energy conservation and utilization of low-carbon technologies to support port operations and developments, and to achieve reductions in air emissions.



Formatting

Comment/question/suggestion

- Comment about formatting updates in the updated land use plan

Port authority's response

This comment will be considered as we finalize the land use plan document.



Industrial land

Comment/question/suggestion

- Support for the goal of protecting industrial land for port operations
- Support for goals and policy directions in the land use plan regarding the protection and intensification of the existing supply of industrial lands

Port authority's response

One of our key objectives at the port authority is to seek to protect the existing industrial land base to support future port related activities. The following goal, objective and policy demonstrates our commitment to attaining this:

- > 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.
- > Objective 1.1: Protect the industrial land base to support port and related activities into the future.
- > Policy 1.2.1: Intensify the use and development of port lands to achieve the highest feasible operational capacities within the existing land base, considering the impacts that intensified use may have on adjacent communities, transportation networks, and the environment, and mitigating resulting impacts where appropriate.

Comment/question/suggestion

- Acknowledgement of the alignment of the City of Vancouver's work on its employment lands and the draft updated land use plan, particularly regarding the urgency around the shortage of industrial land and support for preservation and intensification of existing industrial land supply

Port authority's response

This comment has been noted.

Land use designations

Comment/question/suggestion

- Suggestion to change all lands and waters currently designated as conservation to commercial

Port authority's response

The port authority is committed to optimizing and intensifying use of existing lands. Strategies include using existing sites efficiently, investing in equipment and operating procedures that increase throughput efficiency, and increasing the capacity of major transportation corridors.

The port authority is also committed to contributing to the overall ecological health of the region by reducing impacts from port-related activity and by protecting, sustaining, and enhancing ecosystems.

Comment/question/suggestion

- Suggestion to redesignate 1 Sixth Street, Westminster Pier Park from industrial to recreation

Please note: this suggestion was proposed by the City of New Westminster in Phase 1 engagement and the port authority noted to the city that it would be considered in Phase 2

Port authority's response

As this area has limited industrial potential, the port authority has amended the land use plan designation in this area to port water as part of the finalized plan. Public parks, recreation areas, and wharves are permitted as a conditional use under the port water designation.

While the port authority supports a variety of land uses adjacent to our properties, the Fraser River has and will continue to be a working river. Increased public access to and from the water could introduce safety hazards and marine navigation constraints. Therefore, port water more accurately reflects the current use of this area as a working waterfront with restricted public access for recreational purposes within the port authority's jurisdiction.

Comment/question/suggestion

- Request for more information regarding the changing land use designation for the land segment between Westminster Pier Park and Sapperton Landing Park, where the City of New Westminster plans to implement a riverfront connection

Port authority's response

After careful consideration, the port authority proceeded with this proposed land use designation update as it more accurately reflects the current use of this area as a working waterfront with restricted public access for recreational purposes within the port authority's jurisdiction.

In this particular location, domestic vessels are frequently transiting with barges, log booms, and commodities. Log tows vary in length, are slow to maneuver, and have the potential for logs to occasionally break free. Increased public access to and from the water could introduce safety hazards and marine navigation constraints. The port authority is aware of and supports the adjacent park use along the Brunette Fraser Regional Greenway within the City of New Westminster's jurisdiction. Public parks, recreation areas, and wharves are permitted as a conditional use under the port water designation. The port authority will continue to work collaboratively with the City of New Westminster to align with the city's vision to complete the Brunette Fraser River Regional Greenway in a manner that is compatible with ongoing port activities in this area.



Comment/question/suggestion

- Suggestion to redesignate the western portion of 131 Pembina Street in New Westminister as recreation, while leaving the eastern portion of the property designated as industrial

Port authority's response

The port authority purchased the site west of Derwent way (often referred to as 131 Pembina Street) and designated it in the port authority's land use plan as industrial because it is strategically located adjacent to transportation infrastructure (road, rail, and water). This site was zoned Industrial by the City of New Westminister prior to the acquisition by the port authority.

Section 5.3 of our land use plan – 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 retention of a viable industrial land base in the region is critical to a strong economy locally and across the nation.

In spite of the demand for industrial land in the region continuing to rise, the supply of lands designated for industrial use has significantly declined over the past several decades. The successful preservation of industrial lands will depend on the decisions of all jurisdictions having authority over land use in the region.

Given the increasingly scarce industrial land base within the region, the port authority intends to retain the current Industrial designation. Future industrial development would be required to incorporate potential site constraints such as access.

Comment/question/suggestion

- Concern about the lack of lands and waters designated as conservation on the North Shore

Port authority's response

During the land use plan update process, one site located at Lynn Creek in North Vancouver was re-designated from port terminal to conservation. This re-designation was made to provide environmental protection to the estuary and habitat.

The port authority has recently completed construction of the Maplewood Marine Restoration Project except for the planting of eelgrass, which is scheduled for spring 2021. Located on the North Shore, this project resulted in the enhancement of approximately five hectares of low-value marine habitat into higher-value marine habitat for fish, birds, and other wildlife. During construction, nearly 230,000 cubic metres of sand was placed to raise the Maplewood basin floor, which will support a variety of shellfish and crab, and allow plants like eelgrass to grow on this elevated ocean floor. Eelgrass provides important refuge and nursery habitat for juvenile fish. We also placed over 13,000 tonnes of rock to create a rock reef and other features that will support various kelp species and contribute to an increase in the diversity of fish and wildlife in the basin.

Comment/question/suggestion

- Request for the port authority to involve the City of Vancouver in any potential updates to the East Vancouver Port Lands Area Plan

Port authority's response

Any future proposed updates to the East Vancouver Port Lands Area Plan would be carried out with the City of Vancouver, Burrardview Community Association in consultation with area residents, and any other interested parties.

Comment/question/suggestion

- Question regarding the implications on public use in the portion of New Brighton Park being redesignated from recreation to conservation

Port authority's response

This land use designation update from recreation to conservation is made to better reflect the existing use of this portion of New Brighton Park with the recently completed New Brighton Park Habitat Restoration Project. Although these areas are generally not intended for development, they may be publicly accessible. No changes to the public trails that traverse through this area were proposed with this update.

The port authority and the Vancouver Board of Parks and Recreation, along with Musqueam, Squamish, and Tsleil-Waututh Nations, worked together on this collaborative project that supports the park board's strategic plan, rewilding action plan, or biodiversity strategy. This project is a key implementation piece to realize the vision of the 2010 Hastings Park/Pacific National Exhibition (PNE) Master Plan and the 1997 New Brighton Park Master Plan.

Project construction was completed in summer 2017 and included an extensive planting program within the newly constructed wetland, including approximately 25,000 salt marsh plugs, 200 native trees and 4,000 coastal shrubs.



Comment/question/suggestion

- Request for rationale for reconsideration of proposed land use designation change at a location east of the confluence of Widgeon Creek and the Pitt River

Port authority's response

As part of this planning and engagement process, Indigenous consultation has been running concurrently with stakeholder and public engagement, and additional feedback was received from Indigenous groups on this proposed land use designation change as part of Phase 1.

The rationale provided to reconsider keeping the existing designation as port water is to retain additional flexibility of uses for Indigenous groups with interests in the area, at their request.

Comment/question/suggestion

- Support for the proposed land use plan updates, in particular those that are consistent with goals and objectives found in Metro Vancouver's regional growth strategy, Metro 2040, and Regional Industrial Lands Strategy

Port authority's response

This comment has been noted.

Comment/question/suggestion

- Request for the port authority to continue supporting the strategies in Metro 2040 and the Regional Industrial Lands Strategy in the management of its lands under its jurisdiction

Port authority's response

The port authority is generally supportive of the direction of both Metro Vancouver's regional growth strategy and Metro Vancouver's regional industrial lands strategy and will continue to work with Metro Vancouver on land use policy.

In support of the industrial land base in the region, the port authority will also continue to increase focus on the preservation, intensification, and expansion of our industrial land portfolio with an emphasis on creating a sustainable provision of trade enabling industrial land now and into the future.

Comment/question/suggestion

- Request for more information on the definitions and designations for major marine terminal and major off-dock terminal in the updated land use plan

Port authority's response

The locations of all the major marine terminals and off-dock facility locations within the region are identified on page 21, Figure 3 in the draft updated land use plan.

A definition of off-dock facilities is provided on page 20 of the draft plan along with a link to read more about **terminals** at the Port of Vancouver.

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

We have also identified the major terminals and off-dock facilities on the planning area maps for illustration purposes.

In terms of land use designations, the major terminals are located within areas designated port terminal and the off-dock facilities are generally located within areas designated industrial.

Comment/question/suggestion

- Appreciation for the opportunity to reciprocally share data with the port authority that supports the management and measuring of the region's growth

Port authority's response

This comment has been noted.

Comment/question/suggestion

- Support for policy direction 1.2.5

Port authority's response

Policy 1.2.5: Consider the co-location of industrial and supportive uses that integrate multimodal supply-chain logistics.

Comment/question/suggestion

- Support for policy direction 1.2.6

Port authority's response

Policy 1.2.6: Encourage compatible uses and development adjacent to port lands and waters to minimize potential conflicts with port activity, including appropriate site and building design measures to minimize impacts.

Comment/question/suggestion

- General support for new and enhanced policies and implementation measures proposed in the updated draft land use plan

Port authority's response

Seven new policies and nine new implementation measure were proposed as part of this update process.



Recreational access

Comment/question/suggestion

- Concern about a lack of access to recreational lands and waters on the North Shore

Port authority's response

The port authority recognizes the importance to local communities of public access to the waterfront. We need to balance this interest with the need of current and future port operations to also access the waterfront.

- > Objective 4.2: Ensure public recreational opportunities and waterfront access are provided within the port in a manner compatible with port activities and the protection of fish and wildlife.

This objective also includes supporting policies to facilitate recreational uses, where appropriate.

- > Policy 4.2.1: Support the continuation of park use within the port, and explore new opportunities for public waterfront access and views, where such opportunities would not adversely impact port development and operations, introduce safety hazards, or negatively impact fish and wildlife.
- > Policy 4.2.2: Collaborate with communities to explore opportunities within publicly accessible port areas to acknowledge and celebrate the traditional and contemporary uses of port lands and waters by early settlers.
- > Policy 4.2.3: Manage recreational dock development in a manner that protects the environment, public use, safety, and enjoyment of foreshore and intertidal areas.
- > Policy 4.2.4: Collaborate with Indigenous groups to explore opportunities within publicly accessible port areas to acknowledge and celebrate the traditional, cultural, and contemporary uses of port lands and waters by Indigenous peoples.

Comment/question/suggestion

- Does the port authority have plans to grant public access to the Great Blue Heron Way Trail in Tsawwassen

Port authority's response

Through this engagement process, the port authority heard from the community about the proposed Great Blue Heron Way and how the Roberts Bank causeway and rail tracks prevent the dike trails from being connected. The port authority is in regular contact with the Great Blue Heron Way team and although much of the proposed trail is not in our jurisdiction, we are pleased to offer assistance as required.

Revenue/ projections

Comment/question/suggestion

- Impacts of COVID-19 on port authority revenue, specifically as it relates to the land use plan updated process, from decreased cruise ship traffic
- Question regarding revised projections for cruise ship traffic in the updated draft land use plan

Port authority's response

The port throughput and forecasts 2015–2025, on page 22 of the updated plan, have been updated as of October 2020. Due to COVID-19, Transport Canada prohibited all cruise ships from entering Canadian waters and ports. Pre-pandemic forecasts indicated 2020 would have been a record cruise year, projecting nearly 1.2 million revenue passengers on 310 vessel calls for 2019. We regularly update our forecasts within port business sectors to inform strategic planning initiatives.

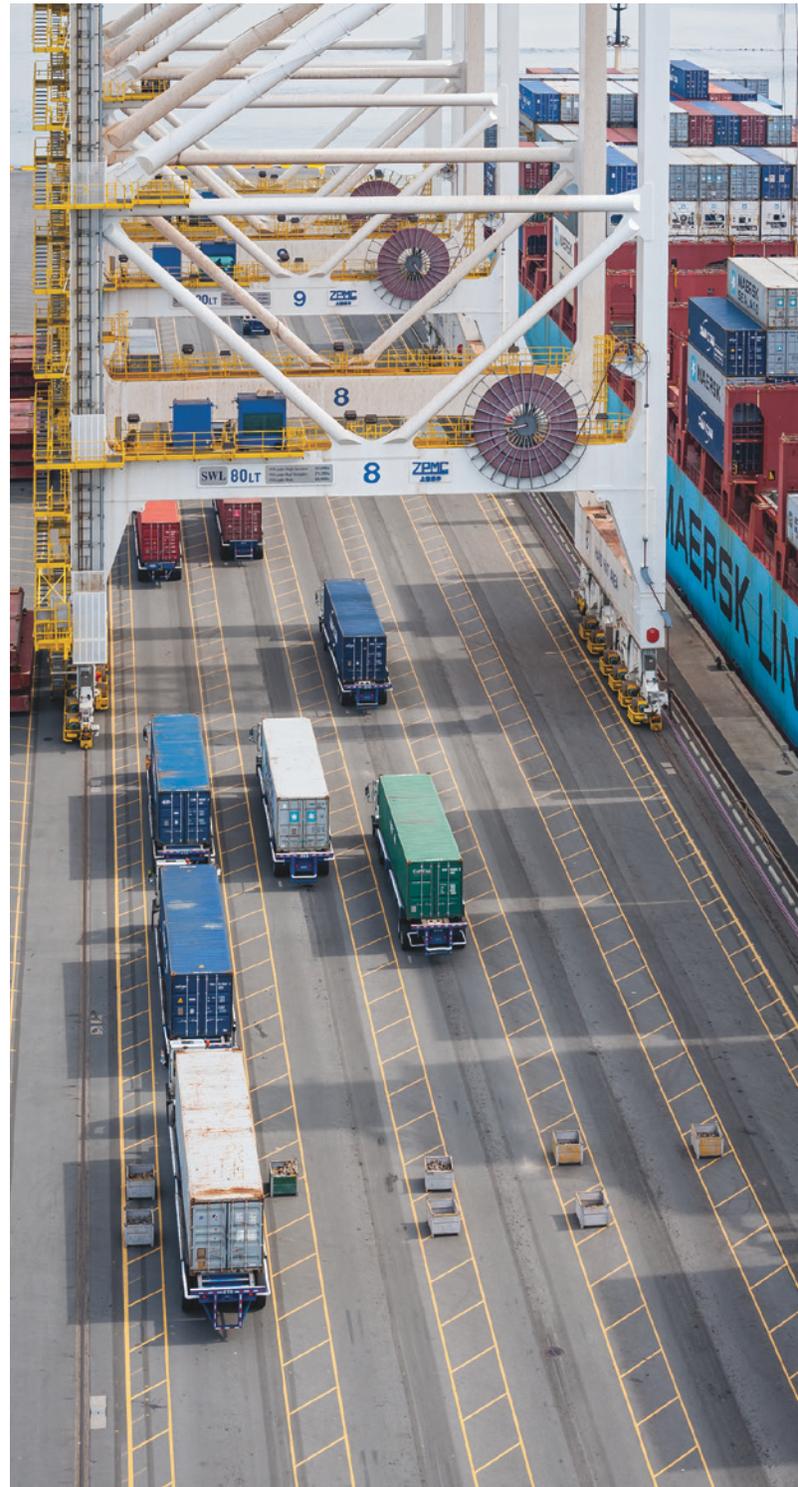
Roberts Bank Terminal 2

Comment/question/suggestion

- Opposition to the Roberts Bank Terminal 2 project
- Support for the Roberts Bank Terminal 2 project

Port authority's response

These comments have been noted and shared with the Roberts Bank Terminal 2 Project team.



Transportation/ goods movement

Comment/question/suggestion

- Suggestion to limit or eliminate the movement of coal upon and within port lands and waters
- Concern about the shipping of liquefied natural gas in port waters
- Potential impacts of the transportation of liquefied natural gas through port waters, and safety protocols to mitigate them
- Expressed view that the port authority has an obligation to accommodate shipping companies and provide access to facilities, including access to bulk shipping of recycled metal through Port of Vancouver terminals

Port authority's response

The port authority is mandated under the *Canada Marine Act* to facilitate Canada's trade in a way that ensures the safe movement of goods. At the same time, we are required to ensure our operations are sustainable and to consider local communities.

Canada's port authorities do not have the authority to decide what goods Canada trades. Our elected government officials make these decisions.

Port authorities are legally mandated to ensure whatever goods are traded are done so safely and efficiently within the physical limits of federal port lands.

Comment/question/suggestion

- Suggestion to facilitate the breakdown of cargo outside of port lands in the upper Fraser River (Hope or Boston Bar)

Port authority's response

Hope and Boston Bar are outside of the port authority's jurisdiction and thus beyond the scope of the land use plan. However, the port authority does have an interest in exploring options for more efficient goods movement through the port and beyond.

An implementation measure that demonstrates the port authority's commitment to exploring options for efficient goods movement is:

- > Implementation measure associated with Goal 2: Evaluate the viability of expanded short-sea shipping within the gateway in collaboration with port industries, customers, and transportation service providers.

Short-sea shipping is a method of cargo transportation that relies on barges and waterways in and around the port to complement the use of container trucks to move containers over short distances around the region.



Comment/question/suggestion

- Does the port authority have plans to accommodate increased traffic flow and alleviate bottlenecks for commercial trucks and rail
- Concern about the impacts of an increase in rail and vehicle traffic on local roads, as municipalities may not have sufficient resources to address related issues

Port authority's response

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

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

Comment/question/suggestion

- Acknowledgement that the draft updated land use plan aligns with TransLink's plans and policies, and with regional goals in general

Port authority's response

This comment has been noted.

Comment/question/suggestion

- Suggestion to amend the implementation measures associated with Goal 2 to include a reference to supporting the implementation of TransLink's Regional Goods Movement Strategy

Port authority's response

A completed implementation measure from the 2014 land use plan was to participate in TransLink's initiative to prepare a Regional Goods Movement Strategy as part of its overall transportation plan. The Regional Goods Movement Strategy was completed in 2017.

The port authority is generally supportive of TransLink's Regional Goods Movement Strategy and will continue to participate and collaborate on areas of shared interest.

Comment/question/suggestion

- Request that Section 5.5, Cargo, traffic and passenger movement, be amended to clarify that TransLink plans and funds the region's Major Road Network (MRN) in partnership with municipalities, in addition to owning and maintaining several of the region's bridges

Port authority's response

This comment has been noted.

Wording in Section 5.5 under the subheading regional road network, on page 27 of the draft updated land use plan, has been revised to:

- > In addition to owning several of the region's bridges, TransLink plans and funds the region's Major Road Network in partnership with municipalities.

Comment/question/suggestion

- Request for a footnote below Figure 6 on page 29 be added to refer readers to consult with TransLink for the most current information on the MRN and the region's existing and future transit routes and stations

Port authority's response

This comment has been noted and the following adjustments have been made to figure 6 on page 29 of the draft updated land use plan:

- > For the most current information on the Major Road Network and the region's existing and future transit routes and stations, please contact TransLink.

Comment/question/suggestion

- Suggestion to amend Goal 2, *Ensure the safe and efficient movement of port-related cargo, traffic and passengers throughout the region, to speak to additional transportation alternatives beyond only transit, as per policy direction 2.2.6*

Port authority's response

Additional wording has been added to the introduction for Goal 2 on page 37:

- > Goal 2: Accessibility to transit and alternative modes of travel for port workers and cruise passengers further reduces dependency on automobiles, increases capacity for truck movements, and reduces vehicle emissions.

Comment/question/suggestion

- Support for policy direction 2.2.5

Port authority's response

- > Policy 2.2.5: Support transit and transportation demand management initiatives that would increase the efficiency and capacity of the regional transportation network for the movement of goods, port workers, and passengers.

Comment/question/suggestion

- Suggestion to amend policy direction 2.2.5 and/or 2.2.6 to recognize that some port facilities are in locations which are difficult to serve efficiently and effectively with transit, making sustainable modes an important consideration

Port authority's response

Policy 2.2.5 and 2.2.6 speak to investigating alternative modes of travel.

- > Policy 2.2.5: Support transit and transportation demand management initiatives that would increase the efficiency and capacity of the regional transportation network for the movement of goods, port workers, and passengers.
- > Policy 2.2.6: Support investigation of options to provide alternative modes of travel to port lands to increase transportation choice for port workers and facilitate improvements to regional goods movement.



Trades

Comment/question/suggestion

- Desire for implementation of ticketed journeymen in leadership roles within the port authority

Port authority's response

This is outside of the scope of this land use plan update process. However, the Vancouver Fraser Port Authority is dedicated to employment equity and a workplace reflective of the diversity of our community. A listing of all current vacancies at the port authority is available on our [website](#) and we encourage experienced candidates to apply.

Comment/question/suggestion

- Desire for increased Indigenous representation in trades

Port authority's response

The port authority works towards building strong working relationships with Indigenous groups. The port authority has an **Indigenous Business Directory** that invites Indigenous entrepreneurs and businesses to register.

The objective of the directory is to help the port authority learn more about Indigenous businesses and establish a listing of Indigenous entrepreneurs and organizations that would like to do business with us. This directory can be used to award contracts to companies owned by Indigenous groups, such as construction and planting contracts on various port authority lead projects such as habitat enhancement program projects. However, the port authority has no jurisdiction over who tenants hire to work at terminals.



Wildlife

Comment/question/suggestion

- Suggestion to install nest poles along the North Shore

Port authority's response

This comment has been noted and shared with our environmental programs team.

Comment/question/suggestion

- Does the port authority have plans to establish corridors and refuges for migrating juvenile salmon in port waters?

Port authority's response

The port authority does not have any plans to establish salmonid migration corridors within our jurisdiction at this time.

The comment has been passed on to our environmental programs team for consideration.



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