

# **Engagement summary** report

November 2020

Vancouver Fraser Port Authority Land Use Plan Update

Phase 2 engagement Summer 2020



#### 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 2 engagement, and therefore do not reflect a random sample.

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### 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, per the *Canada Marine Act*, 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 Land Use Plan describes the port authority's long-term land use policy directions and commitment to accommodate future trade growth in a socially, environmentally and economically responsible way. It provides a framework to guide existing and future development of the lands and waters 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 associated 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 intensified operations
- Facilitate coordination of land use and transportation planning with neighbouring communities and government agencies
- Provide neighbouring residents and communities with greater clarity about activities and uses that may occur on port lands, and how community interests will be considered
- Provide clarity to Indigenous groups about activities and uses that may occur on port lands and waters adjacent to reserves and within asserted traditional territories, and how Indigenous interests will be considered

### 2.0

# Phase 2 public and stakeholder engagement: June 19 to August 20, 2020

#### 2.1 PURPOSE

The port authority's 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.

Over the past year, the port authority has engaged with local governments, Indigenous groups, the public, and stakeholders to ensure its 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 was held in fall 2019, and this second phase in summer 2020. During Phase 2, an updated draft land use plan was shared for comment, and input provided will be considered in the finalization of those updates. A final draft land use plan will then be presented to the port authority board of directors for consideration of approval.

#### **Project timeline**



#### SUMMER 2020

#### **2.2 ENGAGEMENT PARTICIPATION**

There was a total of **74 participant** interactions during Phase 2 engagement:



29

people provided input through online feedback forms or written submissions



11

municipalities or regional agencies provided written submissions



34

people attended the online open house

#### **2.3 ENGAGEMENT TOPICS**

Phase 2 engagement focused on highlighting the proposed changes made to the draft land use plan as a result of feedback gathered in Phase 1, and providing an opportunity to comment on the entire draft document.

#### SUMMER 2020

#### 2.4 NOTIFICATION

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



#### Stakeholder emails

Emails to 239 stakeholders, including those representing municipalities, terminal operators, off-dock facilities, port tenants, transportation companies, environmental organizations, and government agencies, notifying them of the Phase 2 engagement process and avenues to provide input



#### Social Media

- Four tweets, three Facebook posts and two LinkedIn posts on the port authority's social media platforms
- Six digital ads on Instagram and Facebook, reaching residents of the Lower Mainland over an eight-week period
- A total of 570,247 impressions were recorded as a result of social media activity, including 3,324 link clicks to the online engagement platform and 527 likes, comments or shares



#### **Emails**

Emails sent to those who signed up to receive updates regarding the port authority's land use plan. Two emails were sent: one on June 19, 2020 to 1,063 recipients, to inform them about Phase 2 land use plan engagement opportunities, and the second, sent on August 7, 2020 to 1,119 recipients, to promote the online open house and remind stakeholders of the engagement period closing date



#### Newspaper

Newspaper advertisements in the Vancouver Sun and The Province on June 18 and July 29, 2020

A copy of notification materials can be found in Appendix 1.

#### 2.5 ENGAGEMENT METHODS

#### 2.5.1 DIGITAL ENGAGEMENT PLATFORM AND WRITTEN SUBMISSIONS

Due to the COVID-19 pandemic, all Phase 2 engagement activities were held online.

The port authority used an online engagement platform for all materials and an online feedback form: **portvancouver.civilspace.io/en/projects/land-use-plan-five-year-update**.

There were 2,964 unique page views on the online engagement platform, and 538 unique page views on the port authority's **land use planning website page**.

The online engagement platform featured:

- A Phase 2 engagement summary fact sheet, which included a summary of the purpose of the engagement, highlights of the proposed updates made to the draft land use plan, including changes to land use designations, a summary of Phase 1 feedback, and background information on the port authority
- The draft updated land use plan
- An online feedback form
- A copy of the presentation from the August 12 online open house (see below)
- The Phase 1 engagement summary report, which highlighted all feedback received during Phase 1

Participants were encouraged to provide comments via the online feedback form. Comments could also be submitted by email to **landuse.plan@portvancouver.com**.

The Phase 2 engagement summary fact sheet can be found in Appendix 2.

#### 2.5.2 ONLINE OPEN HOUSE

The port authority held an online open house on Wednesday, August 12 from 7:00 to 8:00 p.m. to provide an opportunity for stakeholders to learn more, ask questions, and share their feedback on the draft updated land use plan. Eighty people registered to take part in this online event, and 34 people attended.

The online open house included a presentation by the port authority, followed by a question and answer period.

The open house presentation can be found in Appendix 3. The full recording of the online open house can be found at **youtu.be/CPZW3MopCRE**.

#### 2.5.3 ENGAGEMENT WITH MUNICIPALITIES AND REGIONAL AGENCIES

In addition to the engagement methods noted above, the port authority reached out to local municipalities and regional agencies to gather any specific feedback from these groups. At the request of a municipality, the deadline for feedback from municipalities and regional agencies was extended to September 18, 2020.

A summary of input received from municipalities and agencies can be found in section 3.3 on pages 9–11.

#### 2.5.4 INDIGENOUS ENGAGEMENT

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 asserted or established Aboriginal and/or treaty rights. Indigenous consultation mirrored the public and stakeholder process with regards to the engagement topics and goals.

The port authority sent Phase 1 engagement responses and information regarding Phase 2 engagement letters to 26 Indigenous groups and entities that represent Indigenous groups. As a part of Phase 2 engagement, Indigenous groups were able to request a meeting with the port authority. To date, the port authority has met with two First Nations during Phase 2 of engagement. Meetings for Phase 2 engagement were organized by the port authority and were held via virtual web conferencing. Each meeting included a presentation by the port authority and/or the First Nation, followed by discussions and opportunities to ask questions. Meetings were held on the following dates:

#### Meeting dates and times

Thursday, September 10, 2020, 9:00 to 10:00 a.m.

Wednesday, September 16, 2020, 11:00 a.m. to 12:00 p.m.

## 3.0

## What we heard

#### 3.1 ONLINE FEEDBACK FORM AND WRITTEN SUBMISSIONS

This section provides a summary of key themes received in the 24 returned feedback forms and five written submissions. Respondents were asked to provide feedback on updates made to the land use plan, with reference to specific sections of the plan, if applicable.

| Key themes  | Number of mentions |
|---|--------------------|
| Suggestions regarding Phase 2 engagement methods and materials, such as more opportunities to provide feedback  |                    |
| Concern about noise and light pollution generated by port operations on the North Shore   | 2                  |
| Concern about the ecological impacts of port operations in the Fraser River   | 2                  |
| Opposition to the Roberts Bank Terminal 2 Project   | 2                  |
| Suggestion to limit or eliminate the movement of coal in port lands and waters  | 2                  |
| Comment about formatting updates in the updated land use plan   | 2                  |
| 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. | 2                  |
| Request for a site in Delta to remain designated as conservation, not re-designated to industrial   | 1                  |
| Desire for greater efficiency in port operations  | 1                  |
| Support for the Roberts Bank Terminal 2 Project   | 1                  |
| Concern about a lack of access to recreational lands and waters on the North Shore  | 1                  |
| Suggestion to facilitate the breakdown of cargo outside of port lands in the upper Fraser River (Hope or Boston Bar)  | 1                  |
| Suggestion to expand CRAB Park in Vancouver   | 1                  |
| Suggestion that more land and intertidal waters be set aside for wild bird habitat  | 1                  |

| Key themes   | Number of mentions |
|--|--------------------|
| Concern about a loss of agricultural land  | 1                  |
| Concern about the shipping of liquefied natural gas in port waters                             | 1                  |
| Suggestion to change all lands and waters currently designated as conservation to commercial   | 1                  |
| Suggestion to construct a boat ramp (location not specified)                                   | 1                  |
| Concern about the lack of lands and waters designated as conservation on the North Shore       | 1                  |
| Suggestion to install nest poles along the North Shore   | 1                  |
| Suggestion to develop a waste-to-energy facility   | 1                  |
| Desire for implementation of ticketed journeymen in leadership roles within the port authority | 1                  |
| Desire for increased Indigenous representation in trades                                       | 1                  |
|  |                    |

#### 3.2 FEEDBACK FROM ONLINE OPEN HOUSE

There were 31 questions asked during the question and answer period of the August 12 online open house. The following summarizes the key themes from the questions:

- Plans and opportunities to develop onshore power networks and clean technologies at ports, such as waste-to-energy facilities
- Ecological impacts from port operations on sensitive habitat areas, such as Burns Bog
- Access to bulk shipping of recycled metal through Port of Vancouver terminals
- Involvement of regional environmental organizations in the land use plan update process
- Impacts of the COVID-19 pandemic on port authority revenue from decreased cruise ship traffic, specifically as it relates to the land use plan updated process
- Plans to establish corridors and refuges for migrating juvenile salmon in port waters
- Impacts on food security from the conversion of agricultural land to industrial use

- Plans to accommodate increased traffic flow and alleviate bottlenecks for commercial trucks and rail
- Obligations of the port authority and terminals to accommodate shipping companies and provide access to facilities
- Potential impacts of the transportation of liquefied natural gas through port waters, and safety protocols to mitigate them
- Plans for the development of future export terminals by the port authority
- Plans to grant public access to the Great Blue Heron Way Trail in Tsawwassen
- Impacts of the COVID-19 pandemic on the land use plan update process

**ENGAGEMENT SUMMARY REPORT** 

#### 3.3 FEEDBACK FROM MUNICIPALITIES AND AGENCIES

The port authority received 11 written submissions from seven municipalities and four agencies. Comments provided by these organizations are included in this section.

#### **City of Coquitlam:**

## City of Coquitlam staff provided the following feedback:

 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

#### City of Delta:

## City of Delta Council and staff provided the following feedback:

- Support for the goal of protecting industrial land for port operations
- Request for a commitment from the port authority that it will not pursue the use of agricultural land for industrial operations
- 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

#### **City of New Westminster:**

## City of New Westminster staff provided the following feedback:

- General support for new and enhanced policies and implementation measures proposed in the updated draft land use plan
- Support for measures related to developing a climate change action strategy and addressing sea level rise
- 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
- Suggestion to re-designate the western portion of 131 Pembina Street in New Westminster as recreation, while leaving the eastern portion of the property designated as industrial

#### City of Richmond:

## City of Richmond staff provided the following feedback:

- Request for the closing date for feedback from municipalities be extended to September 30, 2020 to allow more time for City of Richmond staff to review the draft land use plan and provide feedback
- Request for the land use plan to be revised to state that the port authority will not use or expand on agricultural land
- Request for the Special Study Area designations in Richmond to be re-designated as agricultural
- Request for more information on the designations "major marine terminal" and "major off-dock terminal" in the updated land use plan and the implications for areas that fall under these designations

#### **City of Vancouver:**

## City of Vancouver staff provided the following feedback:

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

**ENGAGEMENT SUMMARY REPORT** 

- Support for the following implementation measure:
   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
- Support for implementation measures that address the issue of sea level rise and increased flood risks associated with climate change
- Request for the port authority to involve the City of Vancouver in any potential updates to the East Vancouver Port Lands Area Plan
- Question regarding revised projections for cruise ship traffic in the updated draft land use plan
- Question regarding the implications on public use in the portion of New Brighton Park being re-designated from recreation to conservation

#### **District of North Vancouver**

## District of North Vancouver staff provided the following feedback:

 Support for the proposed land use plan updates, in particular the new policy directions on developing climate change adaptations for sea level rise and flood risk, emissions reduction, and minimizing potential conflicts with port activity

#### Township of Langley:

## Township of Langley staff provided the following feedback:

- Provided a summary of projects recommended by Gateway Transportation Collaboration Forum (GTCF) studies completed since 2014 regarding rail and vehicular traffic
- 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

#### **Agricultural Land Commission**

## Agricultural Land Commission staff provided the following feedback:

 Support for goals and policy directions in the land use plan regarding the protection and intensification of the existing supply of industrial lands

- Concern that Agricultural Land Commission lands are at risk of being identified for acquisition by the port authority to be made available and converted for future port use
- 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

#### Metro Vancouver

## Metro Vancouver staff provided the following feedback:

- 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
- Support for Policy Direction 1.2.5: Consider the co-location of industrial and supportive uses that integrate multi-modal supply chain logistics
- Support for Policy Direction 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
- Support for Policy Direction 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
- Support for Policy Direction 3.2.2: Encourage energy conservation and utilization of low-carbon technologies to support port operations and developments, and achieve reductions in air emissions
- 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
- Appreciation for the opportunity to reciprocally share data with the port authority that supports the management and measuring of the region's growth

#### **TransLink**

#### TransLink staff provided the following feedback:

- Acknowledgement that the draft updated land use plan aligns with TransLink's plans and policies, and with regional goals in general
- 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
- Request for a footnote below Figure 6 on Page 26 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
- 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: 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

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

#### **Transport Canada**

Transport Canada staff requested a copy of the August 12 online open house presentation.

#### 3.4 FEEDBACK FROM INDIGENOUS GROUPS

The port authority has met with two Indigenous groups during Phase 2 of the Indigenous consultation process and has received comments from five Nations across a variety of themes and ideas, 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 and cultural heritage resources
- Request for revenue sharing
- Provide more information on safety and security on port lands
- Increase conservation areas

- Rationale for land use designation changes
- 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
- Environmental concerns with regards to water quality, noise pollution, vessel traffic, light pollution, etc.

4.0

## Next steps

A consideration report will be developed in response to comments received as part of Phase 2 engagement. The consideration report will provide the port authority's responses to comments received and includes additional revisions that have been made to the final draft.

The final draft land use plan will be presented to the port authority board of directors for consideration of final approval in December 2020. If approved, the updated land use plan will be implemented. The public will be informed of the decision via newspaper advertisements and stakeholder notification.

## **Appendix 1**

Phase 2 notification materials

**Subject:** Phase 2 – Vancouver Fraser Port Authority Land Use Plan Update: Invitation to participate

Date: Friday, June 19, 2020 at 9:29:16 AM Pacific Daylight Time

From: Land Use Plan
To: Land Use Plan

Attachments: image001.jpg, image002.png

#### Good morning,

Thank you for participating in phase one of engagement as we update the Vancouver Fraser Port Authority's Land Use Plan.

As you know, 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-plus years, we are making updates to ensure this 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.

#### Phase 2 engagement in progress

Draft updates have been made to our Plan, based on feedback received in phase one. Phase two engagement is underway and will run online from **June 19 to August 20, 2020**. We invite you to visit our online engagement page here to read about draft updates made to Plan, and to complete a short survey.

#### 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.

#### Complete

#### Phase 2: Spring/summer 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 online open house/webinar.

We are here

#### **Project timeline**



#### Online open house/webinar

Due to the effects of COVID-19 and the need for continued social distancing, the 60-day public comment period will utilize online engagement techniques only.

We will also be holding an online open house, or webinar, on **August 12 from 7:00 p.m.** This digital event will include a presentation from our Planning team, as well as an opportunity for you to ask questions to the team.

Please reply to this email to confirm your attendance and receive a link to join the online open house. We also ask that you send your questions in advance of this webinar to <a href="mailto:LandUse.Plan@portvancouver.com">LandUse.Plan@portvancouver.com</a>. There will be an option to submit questions during the live event.

#### Finalizing our updated Land Use Plan

Following phase two engagement, we will finalize draft updates to our Land Use Plan, for review and approval by the port authority's Board of Directors. This final step is anticipated to take place this fall/winter, at which point our updated Plan will be posted on <a href="https://www.portvancouver.com/landuseplan">www.portvancouver.com/landuseplan</a>.

Regards,

**Greg Yeomans**Director, Planning & Development

PORT of vancouver Vancouver Fraser Port Authority 100 The Pointe, 999 Canada Place Vancouver, B.C. Canada V6C 3T4 P: 604.665.9384 | C: 778.837.5724

Subject: [External] - Land Use Plan Update Phase 2 - Preview

Date: Friday, June 19, 2020 at 9:45:49 AM Pacific Daylight Time

From: Land Use Plan

To:

Nob Version | Undate profe

Unsubscribe

Forward

## Phase 2 – Vancouver Fraser Port Authority Land Use Plan Update: Invitation to participate

Good morning,

We're incorporating updates to our Land Use Plan and we want to hear from you.

Our current land use 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-plus years, we are making updates to ensure this 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.

#### Phase 2 engagement underway

Phase one of our engagement process wrapped up late last year. Draft updates have been made to our Land Use Plan, based on feedback received in phase one engagement last November and December. Now, the second and final phase of engagement is underway and will run online from **June 19 to August 20, 2020.** We invite you to visit our **online engagement page here** to read about draft updates made to our Plan, and to complete a short survey.

#### **Project timeline**

#### 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.

#### Complete

#### Phase 2: Spring/summer 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 online open house/webinar.

#### We are here

# Project timeline Spring/ Fall 2019 Spring/ Summer 2019 Phase 1 engagement Internal review Phase 2 engagement Phase 2 engagement of final plan

#### Online open house

As part of the Land Use Plan update process, and in support of the federal government's guidance to practice physical distancing to reduce the spread of COVID-19, physical public engagement (such as meetings or information sessions) has transitioned to digital public engagement. As such, an online open house/webinar will be hosted.

You're invited to join us at the online open house/webinar, to view a presentation from our Planning team, and for an opportunity to ask questions of the team.

### Wednesday, August 12 7:00 p.m.

Please email LandUse.Plan@portvancouver.com, to confirm your attendance and receive a link to join the online open house.

Questions can be submitted in advance of the meeting to the email listed above and there will be an opportunity to ask questions in real time during the open house itself.

#### Provide your feedback

Your feedback is important.

We invite you to visit our **online engagement page** to read about draft updates made to our Plan, and to complete a short survey.

Feedback received until August 20, 2020.

This message is issued by the Vancouver Fraser Port Authority to keep subscribers up-to-date on events and activities. To stop receiving these emails click "Unsubscribe" below at anytime. Please contact us if you have any questions or concerns.

Edit your subscription | Unsubscribe

VANCOUVER FRASER
PORT AUTHORITY
100 The Pointe
999 Canada Place
Vancouver, B.C. V6C 3T4
Telephone: 604.665.9000

Subject: Land Use Plan update | August 12 online open house webinar

Date: Wednesday, August 12, 2020 at 4:23:50 PM Pacific Daylight Time

From: Land Use Plan
To: Land Use Plan
Attachments: image001.png

Dear Stakeholder,

A reminder about the port authority's Land Use Plan update open house webinar TONIGHT.

Details are below.

Thanks Kate

From: Land Use Plan <LandUse.Plan@portvancouver.com>

Sent: Wednesday, August 12, 2020 6:41 AM

To: Land Use Plan <LandUse.Plan@portvancouver.com>

Subject: Land Use Plan update | August 12 online open house webinar

Dear stakeholder,

Thank you for your interest in attending and participating in the Vancouver Fraser Port Authority's Land Use

Plan update open house webinar on August 12. The event will be held via Zoom.

When: Aug 12, 2020 07:00 PM Vancouver

Topic: Vancouver Fraser Port Authority Land Use Plan update

There are several ways to join the event. You can use your computer, tablet, iPhone or regular phone.

Please click the link below to join the webinar:

https://us02web.zoom.us/j/84755321684?pwd=M3U5OTdCaFVoeHVsYIBMeW50bzQyQT09

Passcode: 080990 Or iPhone one-tap:

Canada: +16475580588,,84755321684#,,,,,0#,,080990# or +17789072071,,84755321684#,,,,,0#,,080990#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

Canada: +1 647 558 0588 or +1 778 907 2071 or +1 204 272 7920 or +1 438 809 7799 or +1 587 328 1099 or

+1 647 374 4685 or 855 703 8985 (Toll Free)

Webinar ID: 847 5532 1684

Passcode: 080990

International numbers available: https://us02web.zoom.us/u/kl6h8gDsE

We look forward to greeting you digitally tonight.

Thanks Kate

**Kate Grossman** 

Public Engagement Advisor Planning & Development



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

P: 604.665.9252 | C: 604.353.8436

portvancouver.com

A message regarding our COVID-19 response: At the Vancouver Fraser Port Authority, as we respond to the extraordinary circumstances of COVID-19, the safety and well-being of our employees, customers and stakeholders is of paramount importance to us. The Port of Vancouver remains open for business; however, in accordance with the advice of all public health agencies, the majority of port authority employees, outside of those required for essential port operations, are temporarily working remotely. Further information about our operations and response to COVID-19 is available on our website.



## We're incorporating updates to our Land Use Plan and we want to hear from you.

Draft updates have been made to our Land Use Plan, based on feedback received in phase one engagement last November and December. These updates 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 June 19 to August 20, 2020, visit our online engagement page to learn more about draft updates made to the plan, and to complete a short survey.

portvancouver.com/ landuseplanengagement

#### Join us for an online open house

You're invited to join us for an online open house webinar, to view a presentation from our Planning team, and for an opportunity to ask questions of the team.

Wednesday, August 12 7:00 p.m.

Please email **LandUse.Plan@portvancouver.com**, to confirm your attendance and receive a link to join the online open house.

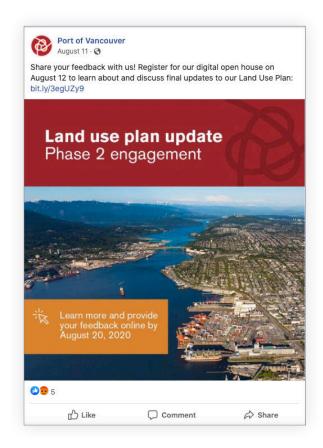
You can also call 604.665.9092 to leave a message for the Planning team.

Canad'ä

#### Social media examples









## **Appendix 2**

Phase 2 engagement summary fact sheet



#### Land use plan update - phase 2 engagement

#### What's happening in phase 2

The port authority is engaging with Indigenous groups, stakeholders and the public on phase 2 of our land use plan update. In this phase, we are sharing the updated draft land use plan, available at **portvancouver.com/landuseplanengagement**, for your comment. Below are highlights of the proposed draft land use plan that integrates our consideration of feedback received in phase 1. We would like your feedback on the overall draft via a short survey below. We will consider your input in this phase to assist us in finalizing the plan prior to Board of Directors' consideration of adoption this fall.

#### **Summary of draft updates**

Although there have been no significant changes to the goals or objectives, we have responded, where possible, to feedback received from Indigenous groups, stakeholders and the public through our phase 1 engagement. The proposed new material we're asking you to review is consistent with existing plan directions.

#### Highlights include:

- In Section 3.0, the strategic framework of the plan has been refined to provide a more comprehensive overview of our land management approach and includes:
  - Guiding components
  - Planning elements
  - · Performance reporting
- In Section 5.0, we have:
  - Committed to a renewed focus on the protection and intensification of trade-enabling industrial lands, and
  - Created and updated a new sub-section for Indigenous groups.

- In Section 6.0, the goals, objectives and policy directions are aligned with our approach to managing growth and meeting our responsibilities and commitments to sustainable development. We have included several new or modified policy directions in this section and nine new implementation measures in Section 9.0 to reflect the port authority's commitment to achieving the land use plan's goals, objectives and policy directions.
- In Section 7.0, we have added flood mitigation and transportation policies under our land use policies section to permit flood mitigation measures and transportation infrastructure upgrades in all designations where compatible with the primary uses on the site.



#### 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

Phase 1 feedback on Goal 1 demonstrated support for increasing the overall efficiency of operations within port lands and waters through collaboration with local governments, communities and port tenants. Changes have been made to the objectives and policy directions under Goal 1 to reflect this input and provide specific direction in key areas. By exploring new and existing avenues of cooperation, the port authority will be able to ensure existing lands are operating at optimum capacity, increasing productivity and minimizing costs associated with further development of port lands, waters and adjacent areas.

#### New or modified policy directions:

- Policy direction 1.2.5: Consider the co-location of industrial and supportive uses that integrate multimodal supply chain logistics
- Policy direction 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 direction 1.3.4: Leverage public and private partnerships to invest in infrastructure and facilities strategically aligned with the port authority's mandate

#### **New implementation measures:**

- Explore and pursue opportunities to ensure the long-term capacity and competitiveness of the cruise sector for the region
- · Develop a climate change adaptation strategy to support and inform decision-making and reduce the potential long-term costs and impacts associated with climate change
- Address the issue of sea level rise and increased flood risks associated with climate change, including:
  - Flood hazard mapping
  - Review of flood risks to shoreline infrastructure
  - Development of a climate change adaptation strategy to mitigate impacts associated with climate change on port operations



#### Goal 2: Ensure the safe and efficient movement of port-related cargo, traffic and passengers throughout the region

Feedback on Goal 2 focused on the port authority ensuring the safe and efficient movement of cargo, vessels, and passengers on port lands and waters throughout the region. Changes have been made under Goal 2 to reflect this feedback, including the addition of implementation measures that encourage the evaluation and implementation of specific concepts which may help to achieve this goal, such as short sea shipping and active vessel traffic management.

#### **New or modified policy directions:**

Policy direction 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

#### **New implementation measures:**

- Evaluate the viability of expanded short sea shipping within the gateway in collaboration with port industries, customers and transportation service providers
- Assess options regarding the implementation of active vessel traffic management to increase efficiency and fluidity in the gateway
- Develop a platform that will provide greater insights into western Canadian supply chain performance to aid industry stakeholders in optimizing port network capacity



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

Phase 1 feedback on Goal 3 reflected strong support for a renewed focus on environmental components of sustainability. In keeping with the port authority's vision to be the world's most sustainable port, ensuring the environment and long-term viability of operations are key considerations when reviewing proposals for development within port lands and waters. Specific provisions in the form of policy directions and implementation measures have been updated or added to develop sustainable infrastructure guidelines and initiatives to help support this goal and provide explicit direction on sustainable practices.

#### New or modified policy directions:

- Policy direction 3.2.2: Encourage energy conservation and utilization of low-carbon technologies to support port operations and developments, and achieve reductions in air emissions
- Policy direction 3.4.3: Develop sustainable infrastructure guidelines to assist in the review of projects proposed for lands and waters managed by the port authority

#### **New implementation measures:**

- Environment-related implementation measures, including:
  - Regular inventories of port-related emissions
  - Work collaboratively to develop emissionsreductions strategy
  - · Implement a portfolio of innovative programs and initiatives that promote emissions reductions and plan for the longer-term transition to clean, lowcarbon energy
- · Prepare and implement sustainable infrastructure guidelines for development on port lands and waters
- Collaborate internationally with ports and industry to advance innovative climate policy and initiatives such as the Northwest Ports Clean Air Strategy and World Ports Climate Action Program
- Continue to implement and monitor the port authority's habitat enhancement program, designed to offset and appropriately mitigate potential adverse impacts on fish or wildlife habitat from port activity



#### Goal 4: Ensure port activity and development is a positive contributor to local communities and Indigenous groups

Feedback on Goal 4 suggested pursuing a further strengthening of the relationships between the port authority and local and Indigenous communities. Specific policy directions and implementation measures have been added to address Indigenous issues and concerns, guiding the port authority to be conscious of the cultural importance of the lands and waters it operates in.

#### New or modified policy directions:

• Policy direction 4.2.4: Collaborate with Indigenous groups to explore opportunities within publicly accessible port areas to acknowledge and celebrate traditional, cultural and contemporary uses of port lands and waters by Indigenous peoples.

#### **New implementation measures:**

- Address concerns related to archaeologically significant areas, including a new measure that outlines the development of Chance Find Procedure guidelines, to ensure a consistent approach to the management of discovered archeological resources
- Explore opportunities to collaborate with Tsleil-Waututh Nation on matters of shared interest in the Indian Arm sub-area including identifying ways to raise cultural awareness of Indigenous peoples and consider, where appropriate, the development of an additional land use designation to protect key conservation areas



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

Phase 1 feedback on Goal 5 showed broad support for more frequent communication between the port authority and regional stakeholders. Changes have been made to the land use plan to encourage the exploration of new avenues of collaboration between the port authority and local organizations that it works with.

#### New or modified policy directions:

Policy direction: 5.1.6 Explore opportunities for establishing agreements with Indigenous groups to guide collaboration and engagement on matters of shared interest related to the use and development of lands and waters within the port

#### **New implementation measure:**

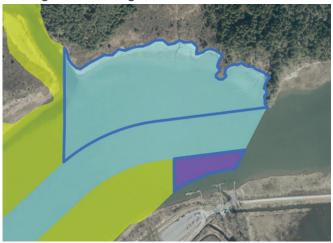
Explore opportunities for collaboration with Tsleil-Waututh Nation on matters of shared interest in Indian Arm

#### Changes to land use designations

19 of the 20 proposed land use designation updates included as part of phase 1 have been incorporated in the draft land use plan. One proposed land use designation update was reconsidered based on feedback received in phase one, as illustrated below.

To view the proposed land use designation updates please refer to the Supporting Documents section. See Sections 7 and 8 in the updated draft land use plan, available at **portvancouver.com/** landuseplanengagement, for a breakdown of the port authority's land use planning designations and land use designation in each of our seven planning areas in Metro Vancouver.

#### **Existing land use designation**



#### Land use designation Conservation Commercial Port water Area of proposed designation update



Proposed land use designation - winter 2019



Proposed land use designation - summer 2020



#### **Summary of phase 1 feedback**

Highlights from the feedback received in phase 1 of engagement are:

- Broad support for all land use plan objectives, with the greatest support for environmental objectives
- Acknowledgment of the shortage of port-related industrial land, and support for preservation and intensification of existing industrial land
- General support for the range of objectives and policy directions in the existing plan
- Desire for continued or increased collaboration, community and Indigenous consultation and awareness-raising efforts about port authority activities
- Suggestions to investigate opportunities for financial partnerships with the private sector/industry
- Suggestions to explore the viability of short sea shipping and other modes of transportation that reduce the number of trucks on municipal roads or provide options for employees who commute to and from industrial lands

- Encouragement to expand current work with Indigenous groups and develop government-togovernment partnerships
- Concern about the potential loss of farm and agricultural land and wildlife habitat to industrial uses
- Concern about sustainability and general environmental impacts to local residents from port activity, including emissions/pollution from port activities
- Support for exploring green technology as well as best practices in engineering and design standards, and response to sea level rise
- Support for more opportunities for the public and municipalities to provide feedback through improved and more varied engagement methods

#### **Project timeline**



#### **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

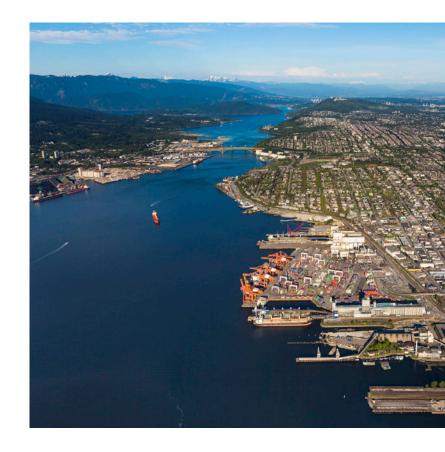
For more information Canada

## **Appendix 3**

Online open house presentation

## Welcome

Thank you for your participation in phase 2 of the Vancouver Fraser Port Authority's land use plan update.





We would like to take a moment to acknowledge that we live, work and play within the traditional territory of the Coast Salish People. We send a thanks to our immediate neighbours Katzie First Nation, Kwikwetlem First Nation, Musqueam Nation, Squamish Nation, Tsleil-Waututh First Nation, and Tsawwassen First Nation.

## **Ways to participate**



Ask questions in the Q&A session during tonight's online open house



Visit **portvancouver.com/landuseplanengagement** to read the draft updated plan and fill in a short survey



Email **LandUse.Plan@portvancouver.com** or call 604-665-9092

Consultation period ends August 20, 2020



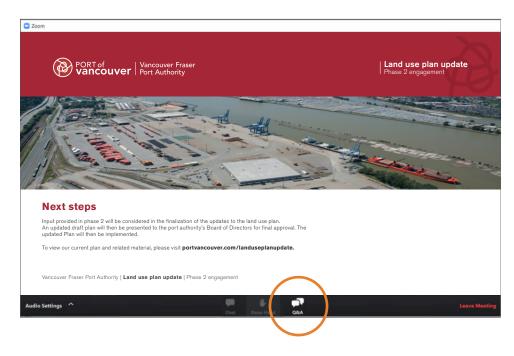
## How to ask questions tonight

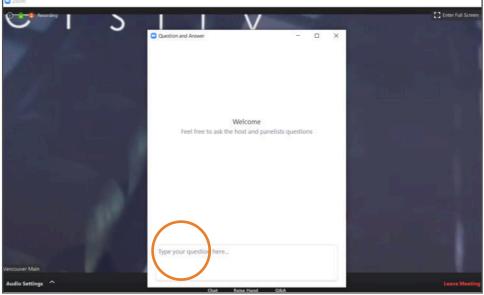


Type a question in the Q&A window



'Upvote' the questions you want to see answered by clicking the thumbs up button within the Q&A window





### **Presenters**



**Chris Bishop**Manager, Planning



Karen Rendek Senior Planner



**Kate Grossman**Public Engagement
Advisor

### **Facilitator**



Chris Chok Kirk & Co.

## **Project timeline**



#### How to participate

We would like your feedback on the overall draft plan via a short survey available at **portvancouver.com/landuseplanengagement**, where you can also review a summary of the updates and the updated land use plan. You can also provide written feedback by sending an email to **LandUse.Plan@portvancouver.com**.

We will consider your input in this phase to assist us in finalizing the plan prior to Board of Directors consideration of adoption this fall.



# **About the Vancouver Fraser Port Authority**

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

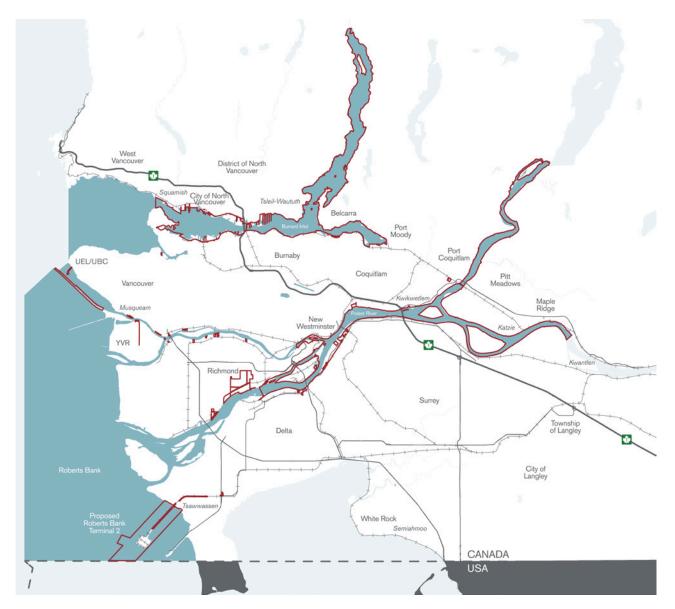
As a Canada Port Authority, our mandate is to enable Canada's trade through the Port of Vancouver, while protecting the environment and considering local communities. Accountable to the federal minister of transport, Canada Port Authorities manage federal lands and waters in support of national trade objectives for the benefit of all Canadians. 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 shareholder 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.



# **Vancouver Fraser Port Authority 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 the traditional territories and treaty lands of several Coast Salish Peoples.



# 5 cargo types moved through the Port of Vancouver







Bulk Containers Breakbulk





**Automobiles** 

Cruise



# Port activities annually support:



**115,300**Jobs in Canada



**96,200**Jobs in British Columbia



Billion in wages



**\$24.2**Billion in economic output



\$11.9
Billion in gross domestic product

#### What is a Land Use Plan?

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. It 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, primary and conditional 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 in which to invest in new or intensified operations
- Facilitate coordination of land use and transportation planning with neighbouring communities and government agencies
- Provide neighbouring residents and communities with greater clarity about activities and uses that may occur on port lands, and how community interests will be considered
- Provide clarity to Indigenous groups about activities and uses that may occur on port lands and waters adjacent to reserves and within asserted traditional territories and how Indigenous interests will be considered

#### Goals, objectives and policy directions in the land use plan

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

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

Ensure 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 port lands and waters it manages



#### Goal 4

Ensure 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

# **Introduction to Phase 2: June 19 - August 20**

Phase 1 public and stakeholder engagement was held from November to December 2019. A report that summarizes feedback and highlights key themes from phase 1 is available at **portvancouver.com/landuseplanengagement**. Indigenous consultation occurred concurrently.

#### **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.

#### Complete

# Phase 2: Spring/summer 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.

We are here

# **Summary of Phase 1 feedback**

- Broad support for all land use plan objectives
- Acknowledgement of the shortage of port-related industrial land
- General support for the range of objectives and policy directions in the existing plan
- Desire for collaboration, community and Indigenous consultation and awarenessraising efforts about port authority activities
- Investigate opportunities for financial partnerships with the private sector/ industry
- Explore modes of transportation that reduce trucks on municipal roads or provide options for employees who

commute to and from industrial lands

- Expand current work with Indigenous groups and develop government-togovernment partnerships
- Concern about the potential loss of farm, agricultural land or wildlife habitat to industrial uses
- Concern about sustainability and emissions/pollution from port activities
- Explore green technology and potential responses to sea level rise
- More opportunities to provide feedback through a variety of engagement methods

Areas of the land use plan were revised to reflect key themes identified by participants during phase 1.

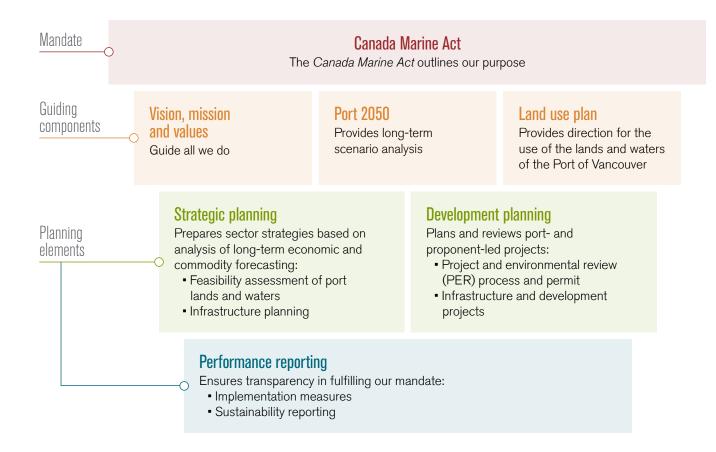


For the full report, click on the first dropdown arrow near the bottom of the web page: portvancouver.com/land/land-use-planning/

# **Draft updates to the plan: Section 3.0**

#### **Highlights include:**

- In Section 3.0, the strategic framework of the plan has been refined to provide a more comprehensive overview of our land management approach and includes:
  - Guiding components
  - Planning elements
  - Performance reporting



# **Draft updates to the plan: Section 5.0**

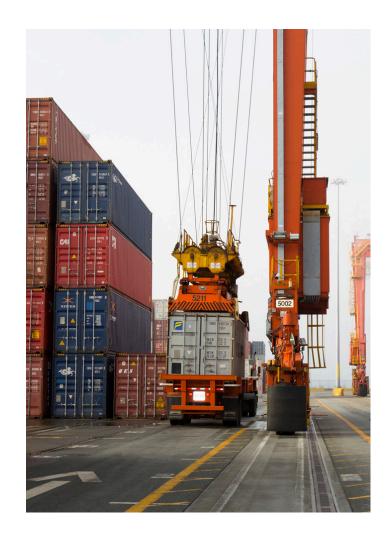
#### **Highlights include:**

- In Section 5.0, we have:
  - Committed to a renewed focus on the protection and intensification of trade-enabling industrial lands.

#### 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.



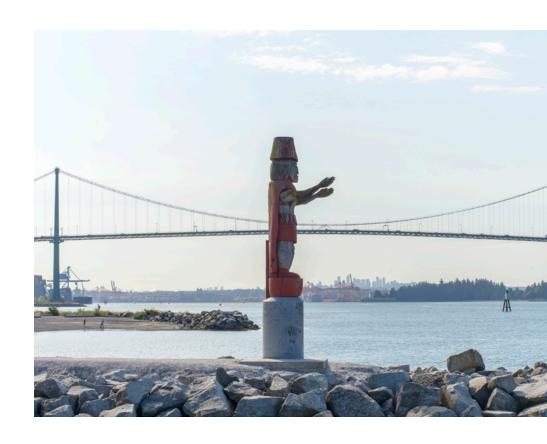
#### **Highlights include:**

• Created and updated a new sub-section for Indigenous groups.

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

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

Along with these principles, the port authority recognizes the importance of the UNDRIP and we are committed to aligning with the Federal Principles respecting the Government of Canada's Relationship with Indigenous peoples within our mandate.



# Draft updates to the plan: Sections 6.0 and 9.0

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

#### New or modified policy directions:

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

#### **New implementation measures:**

- Explore and pursue opportunities to ensure the long-term capacity and competitiveness of the cruise sector for the region
- Develop a climate change adaptation strategy to support and inform decisionmaking and reduce the potential longterm costs and impacts associated with climate change





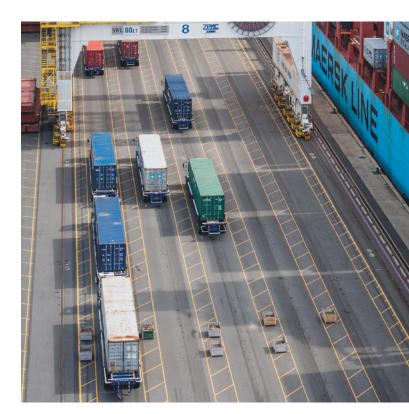
# Goal 2: Ensure the safe and efficient movement of port-related cargo, traffic and passengers throughout the region

#### New or modified policy directions:

 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

#### **New implementation measures:**

- Evaluate the viability of expanded short sea shipping within the gateway in collaboration with port industries, customers and transportation service providers
- Assess options regarding the implementation of active vessel traffic management to increase efficiency and fluidity in the gateway
- Develop a platform that will provide greater insights into western Canadian supply chain performance to aid industry stakeholders in optimizing port network capacity





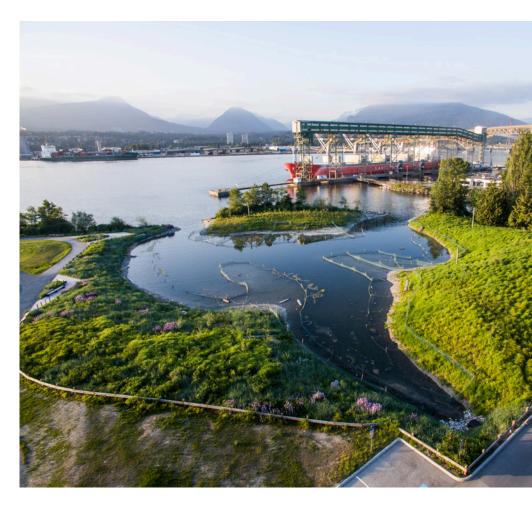
# Goal 3: Be a global leader among ports in the environmental stewardship of the lands and waters it manages

#### New or modified policy directions:

- 3.2.2: Encourage energy conservation and utilization of low-carbon technologies to support port operations and developments, and achieve reductions in air emissions
- 3.4.3: Develop sustainable infrastructure guidelines to assist in the review of projects proposed for lands and waters managed by the port authority

#### **New or modified implementation measures:**

- Environment-related implementation measures, including:
  - · Regular inventories of port-related emissions
  - · Work collaboratively to develop emissions-reductions strategy
  - Implement a portfolio of innovative programs and initiatives that promote emissions reductions and plan for the longerterm transition to clean, low-carbon energy
- Prepare and implement sustainable infrastructure guidelines for development on port lands and waters
- Collaborate internationally with ports and industry to advance innovative climate policy and initiatives such as the Northwest Ports Clean Air Strategy and World Ports Climate Action Program
- Continue to implement and monitor the port authority's habitat enhancement program, designed to offset and appropriately mitigate potential adverse impacts on fish or wildlife habitat from port activity





# Goal 4: Ensure port activity and development is a positive contributor to local communities and Indigenous groups

#### **New or modified policy directions:**

 4.2.4: Collaborate with Indigenous groups to explore opportunities within publicly accessible port areas to acknowledge and celebrate traditional, cultural and contemporary uses of port lands and waters by Indigenous peoples

#### **New implementation measures:**

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





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

#### **New or modified policy directions:**

• 5.1.6 Explore opportunities for establishing agreements with Indigenous groups to guide collaboration and engagement on matters of shared interest related to the use and development of lands and waters within the port

#### **New implementation measure:**

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



# **Draft updates to the plan: Section 7.0**

#### **Highlights include:**

 In Section 7.0, we have added flood mitigation and transportation policies under our land use policies section to permit flood mitigation measures and transportation infrastructure upgrades in all designations where compatible with the primary uses on the site.



# Land use designation descriptions

#### Port terminal

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

#### Log storage and barge moorage

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

#### Port water

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

#### Industrial

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

#### Recreation

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

#### Special study area

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

#### Commercial

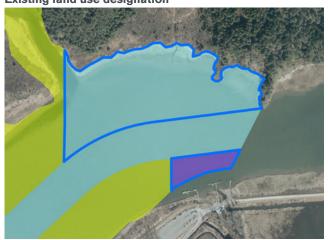
Commercial areas are primarily designated for commercial activities related to port or marine support services, tourism-related businesses, transportation of passengers, and the handling and storage of goods. Primary uses may include marinas, float plane terminals, warehouses and tourism-related businesses.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

#### Conservation

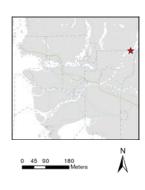
Conservation areas are primarily designated for habitat conservation, enhancement, restoration, habitat for project offsetting, and banking and similar uses, and may be publicly accessible. These areas are generally not intended for development.

# Proposed updates to land use designations

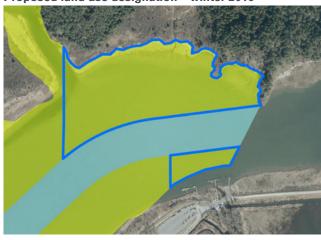
#### **Existing land use designation**



# Conservation Commercial Port water Area of proposed designation update



Proposed land use designation - winter 2019



Proposed land use designation - summer 2020



# Land use designation updates approved as part of phase 1

19 of the 20 proposed land use designation updates included as part of phase 1 have been incorporated in the draft land use plan. One proposed land use designation update, seen to the left, was reconsidered based on feedback received in phase one.

To view the proposed land use designation updates please refer to the Supporting Documents section on **portvancouver.com/**landuseplanengagement. While there, you can read sections 7 and 8 in the updated draft land use plan for a breakdown of the port authority's land use planning designations and land use designation in each of our seven planning areas in Metro Vancouver.



# **Next steps**

Input provided in phase 2 will be considered in the finalization of the updates to the land use plan. An updated draft plan will then be presented to the port authority's Board of Directors for consideration of final approval. The updated Plan will then be implemented.

To view our draft plan and related material, please visit **portvancouver.com/landuseplanupdate**.

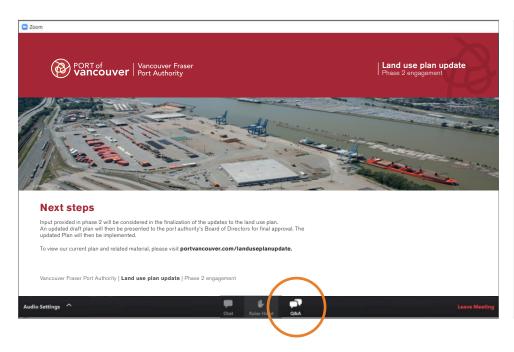
# How to ask questions tonight

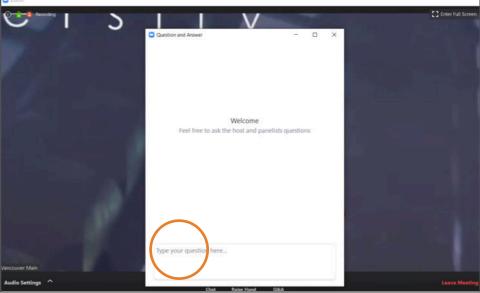


Type a question in the Q&A window



'Upvote' the questions you want to see answered by clicking the thumbs up button within the Q&A window







### **Thank You**

Thank you for your participation in the land use plan update. Please provide your comments via a short survey, available at portvancouver.com/landuseplanengagement, or by sending an email to LandUse.Plan@portvancouver.com by August 20, 2020.

## How to contact us

If you have questions about the land use plan update and/or the information collected in this consultation, please email or call.



LandUse.Plan@portvancouver.com 604.665.9092



Kirk&Co.



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