



PORT of  
**vancouver**

Vancouver Fraser  
Port Authority

## 2020 Land use plan

EVPL Meeting

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Canada

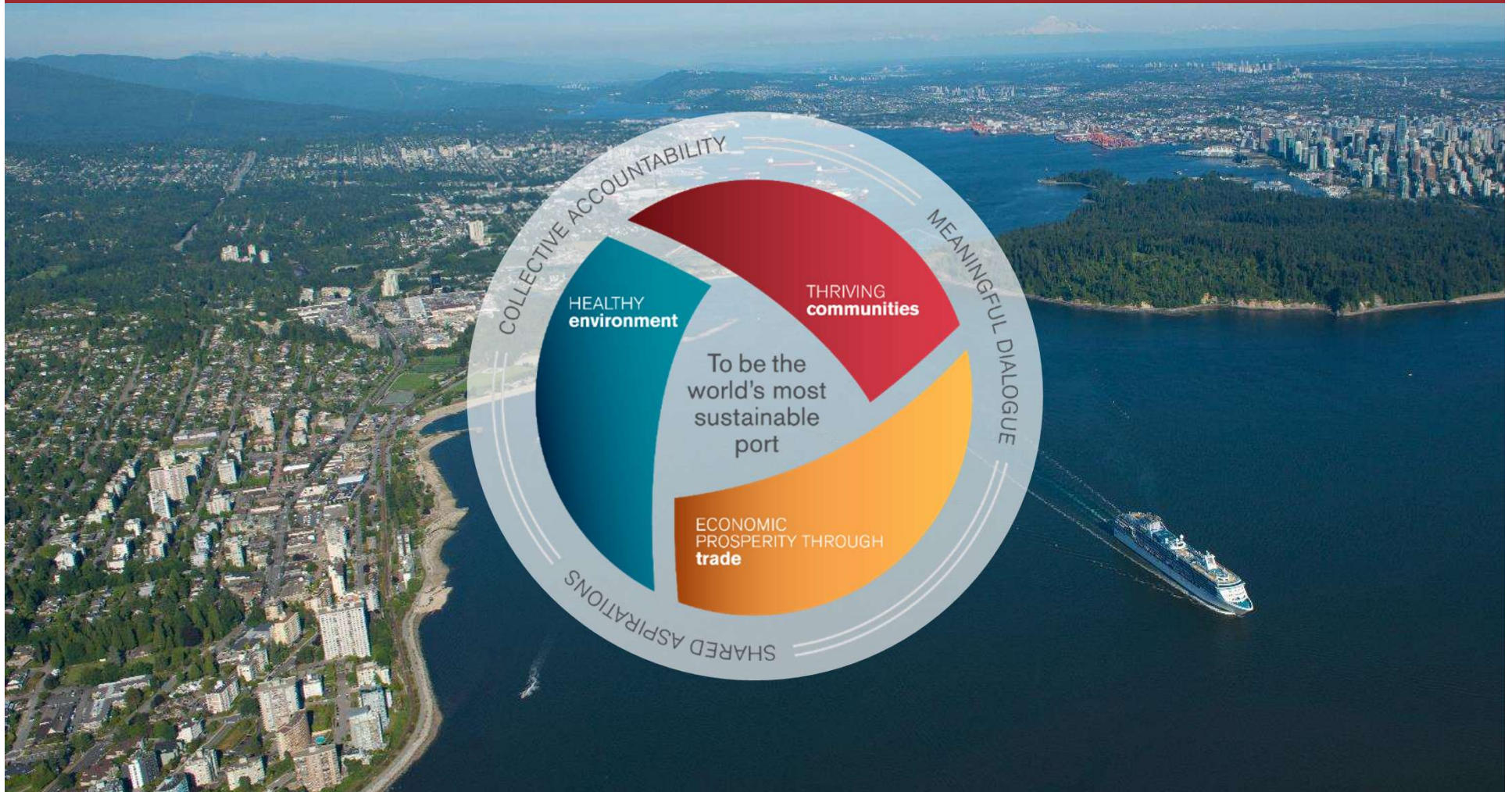
# Land use plan background

The land use plan is one of our key guiding / policy documents. It provides a framework to guide development decisions.



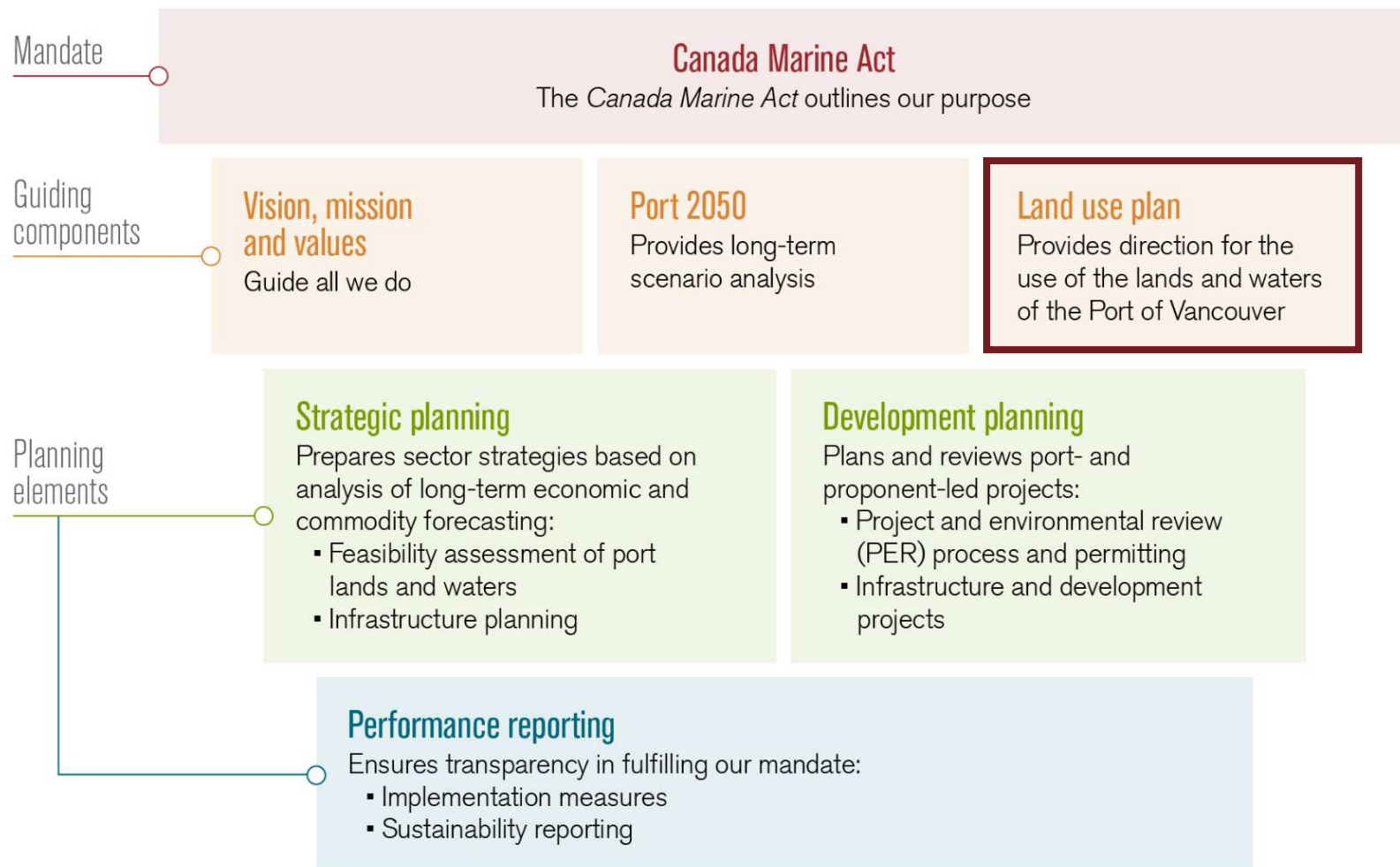
- Communicates long-term land use policy directions
- Identifies areas to invest or intensify operations
- Facilitates coordination of land use and transportation planning
- Communicates port-related activities and uses

# Vision: Port of Vancouver to be the world's most sustainable port





# Land use and development strategic framework



# Port authority jurisdiction



## Key facts

**16,000**  
hectares of water

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

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

## Business sectors



Container



Automobiles



Cruise



Breakbulk



Bulk

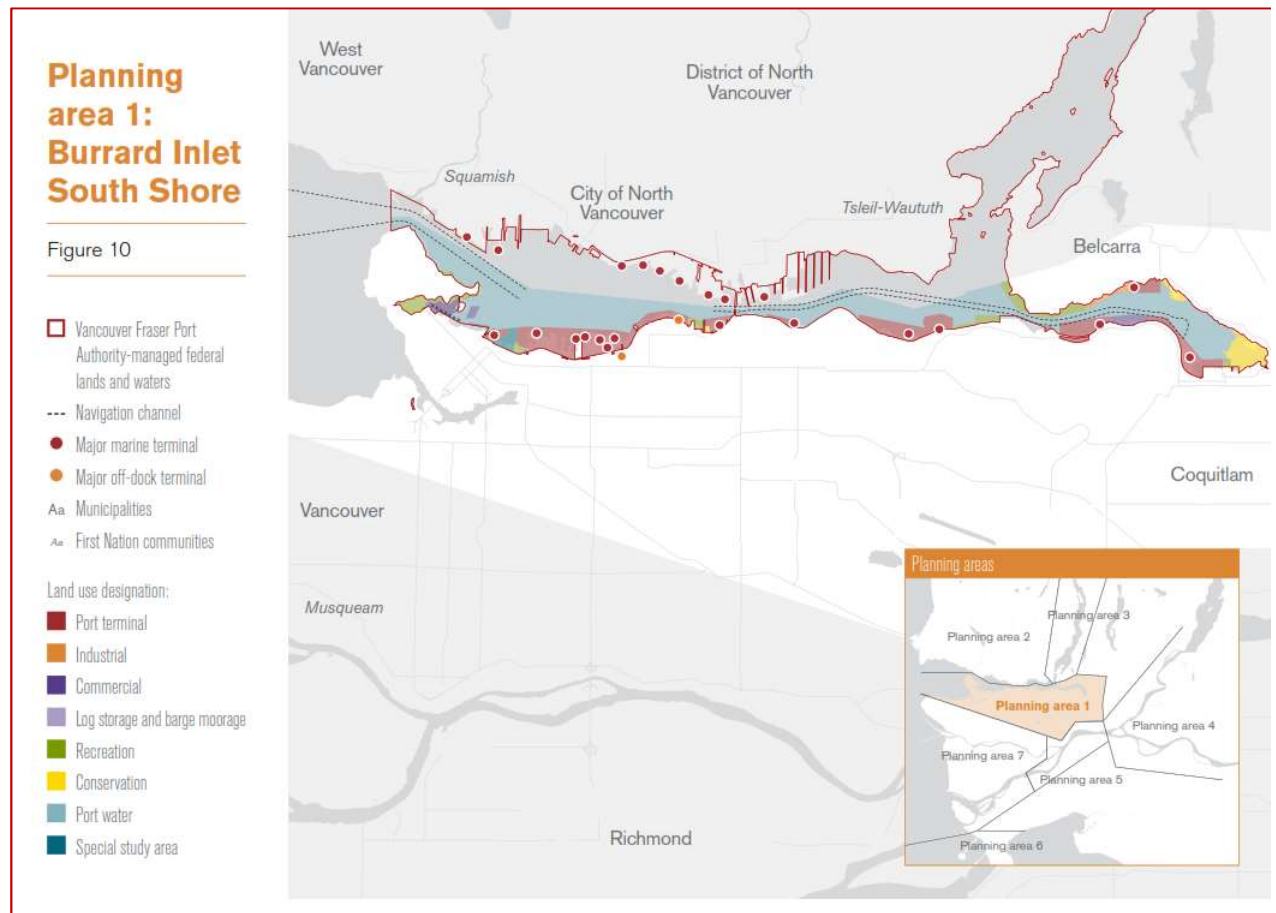
# Goals, objectives and policy directions

- Provides guidance and policy direction to:
  - Manage port growth and activity in support of Canada's competitiveness and trade objectives
  - Safe and efficient movement of cargo, traffic and passengers
  - Environmental management
  - Positive contributor to local communities and Indigenous groups
  - Communication and engagement in support of port development



# Planning areas

- Seven planning areas based on geography and port-related activities
- Current uses and expectation for future port growth
- Highlights recent investments in infrastructure, development and habitat
- Locations of major terminals and major off-dock facilities





# Land use designations

- 8 land and water designations
- Each with a specific intent, and list of primary and conditional uses
- Any project considered on port lands or waters must be compatible with the land use plan and the Vancouver Fraser Port Authority Letters Patent

## 7.2 Land use designation descriptions

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

### Port terminal

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

### Log storage and barge moorage

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

### Port water

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

### Industrial

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

### Recreation

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

### Special study area

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

### Commercial

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

### Conservation

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



# 2020 Land use plan - interactive PDF




Automobiles | Port of Vancouver x +

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**PORT of  
vancouver** Marine operations Cargo and terminals Truck and rail Cruise Community Environment



You are here: [Home](#) > [Cargo and terminals](#) > [Automobiles](#)

## Automobiles

As the most efficient gateway for Canadian-destined automobiles from Asia, we receive nearly 100 per cent of all Asian-manufactured imports destined for the Canadian market and serve more than a dozen of the world's top auto manufacturers. The Port of Vancouver's auto terminals also handle additional cargo, such as heavy rolling machinery and equipment, and offer extensive on-dock rail and truck loading capability.



**Cargo and terminals**

- Terminals and facilities
- Automobiles**
- Breakbulk and project cargo
- Bulk
- Container
- Moving cargo

## 5.2 Business sectors, terminals, and facilities



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



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



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

# Thank you