

# **PORT METRO VANCOUVER**

## CONSOLIDATED LAND USE PLAN 2010

# **PORT METRO VANCOUVER**

## **MISSION**

Lead the efficient and effective movement of cargo and passengers in a manner that supports Canadian Growth and prosperity now and in the future.

## **VISION**

Port Metro Vancouver will be valued by customers, embraced as a member of the community and recognized globally as a leader in port sustainability.

# Foreword

The Vancouver Fraser Port Authority, doing business as Port Metro Vancouver (the Port), was created on January 1, 2008 through the amalgamation of the Vancouver Port Authority, Fraser River Port Authority and North Fraser Port Authority. Prior to the amalgamation, each of these individual port authorities had their own land use plans for their respective jurisdictional areas. At the time of the amalgamation of the three ports, those plans were assembled together to form the Port Metro Vancouver Land Use Plan.

The Port Metro Vancouver Land Use Plan contains a comprehensive set of policies that will shape the way the Port meets its objectives and fulfills its mandate under the Canada Marine Act. It facilitates the Port's obligation to manage the land and water within its jurisdiction in a manner that supports port activity while respecting the environment as well as the needs and interests of its neighbours. The Plan also provides a tool for the Port to communicate land use policies and coordinate land use initiatives with neighbouring communities and external agencies.

Because it was assembled from three separate documents, the Port Metro Vancouver Land Use Plan is a lengthy document with an inconsistent format and considerable duplication of information, some of which is out of date. This current consolidation of the Plan was prepared for convenience only and provides a summary of updated key information in a concise and consistent format. Every effort has been taken to avoid changes to the principles, policies, directions and land use designations of the Port Metro Vancouver Land Use Plan. Readers should refer to the full Plan for further details or clarification of any information presented here.

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# 1. Background

## Port Metro Vancouver

Located on the southwest coast of British Columbia, Port Metro Vancouver serves as Canada's dynamic gateway for domestic and international trade and tourism. It is Canada's largest port and the fourth largest tonnage port in North America. It is also the most diversified port in North America, operating across five business sectors: automobiles, breakbulk, bulk, containers and cruise. Within the Port, there are 28 major marine cargo terminals and three Class I railroads.

The Port facilitates trade with more than 160 world economies and handles nearly 130 million tonnes of cargo worth \$75 billion each year. Almost 95 percent of the Port's total volumes serves Canadian import and export markets. Port activity accounts for 129,500 total jobs across Canada, \$6.1 billion in wages and \$10.5 billion in GDP each year generating considerable economic value for Canadians. In the Greater Vancouver region, 45,000 of those jobs located in the Greater Vancouver region.

A large number of marine terminals and businesses rely on Port Metro Vancouver. The Port has over 900 commercial lease agreements in place covering a broad variety of business including major marine terminals, boat building and repair as well as support commercial uses such as storage facilities, retail and parking. In addition, the Port has an additional 500 to 600 lease agreements in place for, pipelines, utilities, residential and recreational uses and other non commercial activities.

## History

For more than a century, port activity in the region has played a vital role in fostering trade locally and nationally, providing a diverse array of employment and economic benefits. This potential was recognized in 1864 with the first export cargo of lumber and fence pickets leaving by cargo ship from Moodyville (now incorporated into the City of North Vancouver) and destined for Australia. In the early 1900s, as Canada's economy grew and rail operations expanded, the Port rapidly established a reputation for its geographic location, its modern facilities and its ability to strengthen the local and national economies through trade and business development.

In 1913, federal legislation created three Harbour Commissions in the region: Vancouver, Fraser River and the North Fraser Harbour Commission

all under centralized authority which resided in Ottawa. 70 years later, the Canada Ports Act resulted in the decentralization of authority of the Vancouver Harbour Commission which then became the Vancouver Port Corporation. In 1998, the Canada Marine Act extended that process of decentralization to include both the Fraser River and North Fraser Harbour Commissions that then became their own Port Authorities. on January, 1, 2008 those two Port Authorities amalgamated with the one in Vancouver to form the Fraser River Port Authority now known as Port Metro Vancouver.

Today, Port Metro Vancouver with its community and business partners is building stronger national and international business relationships, more efficient ways to work with the nation's infrastructure and strategic plans to develop port property. The future holds great promise. Harnessing the same historical excitement and energy from its earliest beginnings, the Port faces the future with innovative initiatives that aim to capitalize on opportunities, embrace change and enrich Port operations to continue to deliver economic prosperity for local communities and the country.

## **Areas Under Jurisdiction**

Under the Canada Marine Act, Port Metro Vancouver is responsible for the administration, management and control of land and water within its proprietary jurisdiction that includes:

Nearly all of the water and sea bed in Burrard Inlet east of the First Narrows as well as 460 hectares of upland properties in this area;

Nearly all of the water and river bed as well as 545 hectares of upland properties along the North, Middle and South Arms of the Fraser River from the Strait of Georgia on the west to Kanaka Creek and the mouth of Pitt Lake on the east;

<INSERT JURISDICTION MAP>

## **Purpose of the Land Use Plan**

The Port Metro Vancouver Land Use Plan serves as a guiding document for the ongoing development and utilization of Port lands. The objectives of the Plan are to:

- Communicate PMV's long term land use goals, principles and policy directions and initiatives for the future;

- Help strengthen land use coordination between PMV and neighbouring communities, other levels of government;
- Illustrate the Port's ability to accommodate future growth in an economic, environmental and socially sustainable manner;
- Use policy directions to assist in the strategic management of the Port, and to link optimal land utilization with future growth opportunities; and
- Identify the significance of the regional and national transportation networks to the ongoing and future success of the Port.

## **The Legislative Framework**

Under the Canada Marine Act Port Metro Vancouver is required to adopt a land use plan that contains objectives and policies for the physical development of the real property that the Port manages, holds or occupies. The land use plan also must take into account the environmental, economic and social implications of all the Port's land use decisions and respect historical precedents until such time properties are redeveloped or become vacant. Land use regulations applicable to neighbouring properties outside the Port's jurisdiction must also be considered. The Port Metro Vancouver Land Use Plan fulfills this responsibility of the Port.

## **Planning Context**

The viability of Port Metro Vancouver, and its capability to generate economic activity, depends on its ability to respond to local, national and global trade conditions. This Land Use Plan has been developed within this context and recognizes the competitive environment in which the Port operates. This Land Use Plan acknowledges that:

- The Port is a major economic engine in the Lower Mainland, British Columbia and Canada and is a vital asset to the economy of the region.
- PMV is a self-financing port authority that operates in a highly competitive environment with other ports in North America.
- The Port has a limited land base that must be managed to accommodate the long-term needs of port industry.
- The Port not only serves a regional constituency but also has a critical national and North American trade role.
- Many port businesses are heavy industrial operations and therefore have specific land and infrastructure needs.
- The Port provides public benefits that go beyond economic viability and include environmental stewardship, conservation, parks and public

access to the water. Public benefits must be balanced with the operational realities of a working port.

- One of PMV's key values is a protected natural environment where environmental stewardship will continue to be an important part of the management of Port lands and development.
- Port Metro Vancouver is located within a growing urban region. As both expand, PMV and Port industry will need to work cooperatively with its neighbours.
- The viability of the Port depends on an effective and efficient road and rail network for the movement of cargo between the Port and its market.
- Safety and security in and around the Port will continue to be reinforced to ensure that port operations meet expected community, national and international standards.

## **Land Use Plan Process**

The Port Metro Vancouver Land Use Plan consolidated in this document is the result of assembling three separate and distinct land use plans prepared by their respective former Port Authorities. In developing their Land Use Plans, the three former Port Authorities each undertook a planning process involving consultation with key stakeholder groups including local municipalities, area residents, government agencies, port businesses and railways. Input from this consultation as well as industry forecasts and the objectives of the Port Authorities formed the basis of each of their Land Use Plans. In 2000, both the Port Authorities on the Fraser River completed their Land Use Plans. The Vancouver Port Authority Land Use Plan was completed in March 2005.

## 2. Land Use Policy Directions

Port Metro Vancouver has developed land use policy directions to enable its customers, stakeholders, municipal neighbours, government agencies and the public to identify and understand the principles by which it intends to manage its land and water areas.

The consideration of existing land and water uses, existing properties and their capacities and forecasts of future commodity volumes has resulted in the following series of policies and other tools for land and water use.

### General Land Use

PMV's general land use policy directions are aimed at further enhancing the Port as a full service port with the resources and businesses to handle passengers, a diverse range of cargo, services and marine based industries. They apply to all land uses in the Port.

One of the key issues addressed by the Port Land Use Plan is the erosion and fragmentation of the Port's industrial waterfront lands, particularly along the Fraser river. This gradual but long-term process has been caused by increasing urban pressure and the encroachment of competing land uses. At present approximately 20% of foreshore (water lots) within the PMV'S jurisdiction along the Fraser River are utilized by water dependent industries and businesses. This is a small land area representing less than a quarter of the River foreshore.

Because the Port has no jurisdiction over the use or zoning of adjacent upland areas (unless held by the Port), PMV is subject to increasing pressures which it cannot directly resist. Further, as population, recreation, and environmental pressures have increased, opportunities for marine oriented industries in the estuary have become limited over time. Foreshore habitat, land prices and the size of available land have also placed constraints on the marine industry's ability to find suitable sites.

### General Land Use Policy Direction

- Optimize the utilization of the Port's limited land base by:
  - Retaining the Port's existing industrial land base;
  - Encouraging land use efficiency and operational productivity; and
  - Ensuring that sufficient and appropriate land is available for future Port growth opportunities by acquiring, creating or exchanging lands as needed;

- Utilize Port lands to support the continued ability of the Port to remain competitive and financially self-sufficient;
- Encourage the utilization of Port lands in a manner that is environmentally, socially and economically sustainable;
- Protect the land and water area required to satisfy demand for water dependent industrial use for the foreseeable future.

## **Cargo Terminals**

To retain and facilitate the growth of many cargo sectors that are active in the Port, it is essential that deep-water areas be protected, that the terminals continue to operate efficiently and competitively and that they are able to adapt and expand to changing market conditions. Port Metro Vancouver handles a variety of deep-sea cargo that generally falls into one of the following four categories:

- Autos
- Break bulk cargo
- Bulk cargo
- Containerized cargo

### **Autos**

There are two deep-sea terminals at Port Metro Vancouver that handle automobiles: Fraser Wharves and Annacis Auto Terminals. While most of their throughput comprises vehicles imported from Asia, both terminals also bring in North American manufactured vehicles by rail. A small number of automobiles are also exported through the terminals. Vehicles are distributed throughout North America by truck and rail.

#### Autos Policy Direction

- Monitor sector trends to anticipate if and when additional capacity for this sector may be required at Port Metro Vancouver

### **Break Bulk Cargo**

Break bulk cargoes include forest products such as lumber, pulp, and wood panels and other general cargo including steel and special project cargoes. While many of these products have traditionally experienced strong volumes through Port Metro Vancouver, their share of total cargo throughput in the port has declined significantly over recent years. Reduced lumber exports and the shift to containerization of many break bulk products is having a

significant negative impact on break bulk terminal utilization in the Port and there remains excess capacity in this sector. As such, it is likely that there will be some rationalization or conversion of existing break bulk terminals to handle other commodities in the future.

#### Break Bulk Cargo Policy Direction

- Monitor the forecasted excess capacity of the Port's break bulk terminals and consider, when appropriate, the conversion or redevelopment of one or more of these terminals to handle other commodities.

### **Bulk Cargo**

Port Metro Vancouver is a leading North American port for total bulk cargo tonnage throughput and the largest foreign tonnage port on the West Coast. The dominance of bulk cargoes began with the Port's traditional role of shipping commodity exports from resource-rich Western Canada. Leading-edge expertise in the safe and environmentally sound handling of a wide range of bulk cargoes such as coal, agricultural products, sulphur, potash, petrochemicals and petroleum will continue to be a significant part of the Port's operations.

Liquid bulk cargoes include petroleum, petrochemicals and edible oils. The dry bulk sector includes some of the largest volumes of commodities in the Port including coal, grain, potash, sulphur, mineral ores and concentrates. Dry bulk is the single largest cargo category by volume and has been the mainstay of port operations for many decades. PMV will work with industry to monitor capacity and investigate opportunities for expansion needs as forecasted demand begins to reach capacity.

#### Bulk Cargo Policy Direction

- Continue supporting the handling of liquid bulk cargoes in PMV, and provide stakeholders the opportunities to build capacity to meet forecasted throughput.
- Continue supporting the handling of dry bulk cargoes in Port Metro Vancouver and work with stakeholders to ensure that capacity meets forecasted throughput while allowing terminal operators the opportunity to improve, redevelop or reposition their operations to meet changing market demands.

### **Containerized Cargo**

Greater Vancouver is a significant North American intermodal gateway that has a major role in the movement of containerized cargo. This role is increasingly important with the growing trade between North America and Asia Pacific economies in conjunction with the continued worldwide trend towards containerization of cargo.

The Port has competitive advantages related to container movement including its ability to berth the largest container vessels, its road linkages to the region and its efficient road/rail linkages to North American markets. Capturing the growth in the movement of containerized cargo will be a key land use focus for Port Metro Vancouver.

### Containerized Cargo Policy Direction

- Develop land use and development strategies that provide opportunities to capture the containerized cargo market share forecasted for Port Metro Vancouver.
- Implement the following framework for the selection of potential container terminal projects based on the objective of maximizing utilization of existing terminals before building new facilities:
  - Increase production of existing terminals
  - Convert existing terminal that may be under utilized for other cargoes
  - Expand existing terminals; and
- Build new terminals
- Work with transportation stakeholders to plan for road and rail infrastructure improvements required for increased movement of containerized cargo.
- Encourage all levels of government and First Nations to take advantage of the economic opportunities from the container sector growth by providing appropriately zoned land to support container-related uses.

## **Passenger Terminals**

### **Cruise Ship Terminals**

Port Metro Vancouver is homeport for the Alaska cruise industry, one of the world's most popular cruises. The Port's cruise ship facilities are located at Canada Place and at Ballantyne terminal. A third berth was added to Canada Place in 2002 demonstrating the Port's commitment to growth and premier service to the cruise industry.

The location of these facilities close to Vancouver's downtown has contributed positively to the overall cruise experience for passengers. Continued collaboration with regional tourism interests has resulted in convenient and efficient connections to the Vancouver International Airport and the regional road network. Location and quality service have long been the hallmark of the Port's commitment to the cruise industry.

A continued customer-focused entrepreneurial approach into the future will build on the success of PMV's past. Strengthening operations, upgrading facilities and developing strategies for new cruise product opportunities in the Pacific Northwest should result in the Port's continued dominance of the Pacific Northwest cruise marketplace. The policy directions of the Port Plan support land and water uses that will lead to growth of the cruise sector.

#### Cruise Ship Terminal Policy Direction

- Enhance cruise terminal opportunities in the Port that continue to provide world-class cruise facilities and services.
- Provide land opportunities to capture forecasted growth and changes in the cruise industry that support new cruise infrastructure, product and service needs.
- Utilize cruise facilities in a manner that optimizes capacity and operations.
- Encourage efficient transportation linkages between the Port's cruise industry and cruise support services located in the surrounding region, including the Vancouver International Airport.

#### **Marine Passenger Terminals**

There is a range of marine passenger terminals and services in the Burrard Inlet and along the Fraser River for both public and private transportation operators. The Port's marine based passenger terminals serve an important transportation and tourism function with links to the regional transportation system.

#### Marine Passenger Policy Direction

- Support marine passenger operations and consider areas that are appropriate for marine passenger terminals on Port lands in a manner that is compatible with port operations and activities, including safety and security measures.

## **Port Service and Marine Uses**

### **Port Service Uses**

Numerous port service industries operate in Port Metro Vancouver that require water access or access close to marine terminals. These industries support the Port's ability to function as a full service port and include such uses as customs, pilotage, tugboats, water taxis, ship fuelling and provisioning, ships' garbage/waste removal and disposal, environmental protection/clean-up services, ship building and repair, marine constructors and ship chandlery.

In addition, several commercial and industrial activities in the Port do not require direct water access but provide service to other port industries and terminals and therefore benefit from being located on Port land. Some of these uses and related activities include container storage and repair, agricultural products transshipment facilities and trucking and rail operations.

#### Port Service Policy Direction

- Keep land and water available to accommodate port service industries as the Port continues to grow.
- Support the retention of waterfront land and water lots in support of port service industries that are dependent upon waterfront access or require proximity to the Port.

### **Marine Uses**

Port lands are also used for a variety of marine-related activities that benefit from water access or close proximity to navigable waters. These activities include commercial and industrial operations such as marine service stations, marinas and yacht clubs, fish processors and related industries, marine-related manufacturing and processing, materials handling, log booming and off-loading barge operations.

These operations add significantly to the viability and vitality of Port Metro Vancouver and provide water access to city-serving industries. These uses will continue to be a part of Port Metro Vancouver.

#### Marine Uses Policy Direction

- Recognize and consider marine industrial and commercial uses in Port Metro Vancouver.

## **Waterfront Recreation and Public Use**

A variety of land and water recreational opportunities are available to the public on Port lands. In most cases, these are parks or water lots leased to neighbouring municipalities, many of which provide valuable connections to local and regional greenway systems. PMV leases land and water along the shoreline for park purposes. In most cases PMV land and water is only a portion of the entire park. In addition to the public parks, there are the numerous marinas and yacht club outstations serving recreational boaters throughout Burrard Inlet, Indian Arm and the Fraser River.

Foreshore residential uses include private and shared docks for moorage of recreational vessels as well as floathomes. Private and shared recreational docks are permitted in some areas of Burrard Inlet, Indian Arm and the Fraser River where upland properties immediately adjacent to the foreshore are residential. PMV has developed building guidelines for such moorage facilities that incorporate safety, moorage and environmental policies and ensure continued public access to the waterfront. The Port's Letters Patent provides limited scope for expanding or relocating floathome developments at this time.

### Waterfront Recreation and Public Use Policy Direction

- Manage recreational land and water resources in a manner that is safe and compatible with port operations while addressing current and future community needs.
- Work with municipalities and Metro Vancouver on initiatives that enhance recreational opportunities in Burrard Inlet and Indian Arm and are compatible with Port operations.

## **3. Management and Contextual Policies**

The management and contextual policy directions of this Plan help provide direction and guidance to areas that influence and support land use policies and the growth objectives of the Port. These additional policy directions relate to the following areas:

- Economic Development
- Environment
- Neighbouring Community
- First Nations

- Port Operation and Navigation
- Safety and Security

## **Economic Development**

Port Metro Vancouver is a major North American gateway for Asia Pacific trade. Port activities and investments generate jobs, taxes and hundreds of millions of dollars in financial value to the Canadian economy, particularly to Greater Vancouver, British Columbia and Western Canada.

Port Metro Vancouver competes directly with US ports on the west coast. The Port's success has been driven by its location, a natural deep-sea harbour, efficient rail and road land links to key North American markets, a strong and skilled work force, continual upgrades to port infrastructure and operations, and the building of key partnerships to respond to customer and market demands.

The Port's future will continue to rest on these attributes while actively promoting diversification that generates greater opportunities for economic development and financial well being for local communities, the province and the country. This future will be attained by: (i) allowing existing business to grow and remain competitive; (ii) providing opportunities for new businesses to enter the marketplace, and (iii) ensuring that PMV has the right capital investment mechanisms to provide the infrastructure necessary to grow.

### Economic Development Policy Direction

- Utilize Port land to accommodate port related growth opportunities that increase the Port's economic contribution to Greater Vancouver, British Columbia and Canada.
- Work with port industries, local governments, First Nations, the Province of British Columbia and the Government of Canada to capitalize on port related economic opportunities.
- Enhance the Port's competitiveness by continually improving facilities and services to meet the changing needs of global customers.

## **Environment**

Respecting the environment is one of the Port Metro Vancouver's core values. PMV recognizes that quality of life and the environment are interrelated. The Port has the reputation of being one of the world's cleanest harbours and is working hard to keep that reputation intact.

PMV uses innovative science-based approaches to environmental problem solving in its role as environmental steward for harbour lands and water. PMV has developed tools and partnerships to protect and sustain the harbour's natural resources and assets. These support planning and development activities while safeguarding marine habitats.

The efforts of PMV in cooperation with tenants, operators, government agencies and regulators have helped to maintain high standards of environmental protection. In fulfilling environmental commitments, PMV works collaboratively in a multi-agency development review process to carefully control and evaluate the environmental impacts of the Port's activities. Applicable environmental legislation and best management practices are considered during PMV's development review of new projects and as part of its overall stewardship responsibilities.

Not all environmental impacts are within PMV's direct control. In these cases, PMV collaborates with other local, national and international agencies. For example, PMV supports Transport Canada's work with the International Maritime Organization to establish international ship emission regulations. At the same time PMV is working at the local level to improve air quality and reduce greenhouse gases. These efforts include focusing on reducing wait times for idling trucks at terminals, improving efficiencies of berth utilization to reduce time each ship spends at anchor and studying innovative ways to improve diesel combustion efficiency to reduce carbon monoxide and particulates from diesel engines.

PMV is a member of both the Burrard Inlet Environmental Action Plan (BIEAP) and the Fraser Estuary Management Program (FREMP). These programs are inter-governmental partnerships established to coordinate the environmental management of Burrard Inlet and the Fraser River Estuary. Both programs include an Environmental Review Committee that provides a coordinated review of proposals for shoreline development and other activities within the marine ecosystems. In addition, BIEAP has created an Environmental Management Plan for Burrard Inlet that includes environmental policies and regulations pertaining to the area and also identifies a series of shared goals, objectives and actions to ensure coordinated decision making. Similarly, FREMP has created an Estuary Management Plan for the Fraser River Estuary.

FREMP has also adopted a habitat classification and coding system for the Fraser River shoreline. The system is comprised of three classes of habitat: Red, Yellow and Green. The most productive habitat areas are coded red and indicate areas where development is usually not permitted unless it is

demonstrated that no alteration to or alienation of the habitat will occur. Moderately biologically productive areas of the river are coded yellow to indicate areas where development is permitted subject to satisfactory mitigation and/or compensation. In areas of low biological productivity or diversity, habitat is classified as green and development is permitted subject to environmentally sound design criteria.

### Environment Policy Direction

- Exercise responsible environmental stewardship of Port land and water areas so that Port growth and development takes place in an environmentally sensitive and sustainable manner.
- Work to continually improve and update PMV environmental policies and practices while exploring innovative environmental mitigation measures and strategies to minimize the environmental impacts of growth.
- Maintain areas appropriate for environmental conservation and habitat enhancement within Port Metro Vancouver.
- Review current and future development projects, including expansions and major maintenance projects, to ensure they meet appropriate environmental criteria and create no significant residual adverse environmental effect on lands and waters under PMV management. Participate in multi-agency impact assessment reviews such as BERC and FREMP.
- Conduct studies into areas of environmental mitigation relating to noise, lights, odour and dust to address potential community concerns regarding industrial development on PMV lands.
- Work with other agencies on mitigation strategies for those potential impacts that are beyond PMV's control such as activities subject to international regulations.
- Work on implementation of an air emissions strategic plan including new technologies to reduce air emissions and an international sulphur emissions control zone for ocean going vessels.

### **Local Communities**

Port Metro Vancouver is located within a growing urban environment with diverse demands for land use. Both port and adjacent urban development must be carefully planned to minimize the potential for land use conflicts. Coordination of efforts between PMV and the municipalities within which port lands are located continues to evolve as a means to find better formal and informal ways to manage respective land use responsibilities. PMV values its relationship with neighbouring municipalities and Metro Vancouver and

works collaboratively with these stakeholders on matters of mutual interest including development and growth that are environmentally, socially and economically sustainable.

In addition to direct involvement with municipalities, the Port also works closely with individual neighbourhoods adjacent to the Port to examine issues of mutual interest and to improve both the quality of life for area residents and the continued viability of Port operations. The ongoing and cooperative efforts of the Port, local municipalities and neighbours will create a planning environment that is inclusive of local, regional and national interests, that fosters regional economic development and that builds stronger, more lasting solutions.

#### Local Communities Policy Direction

- Work cooperatively and proactively with local municipalities, Metro Vancouver, Translink and other government agencies on matters of mutual interest such as compatible land use, the enhancement of the environment, the promotion of port business, the retention of industrial lands, and the safe and efficient movement of passengers and cargo through the region.
- Address local and municipal concerns regarding port operations and developments through responsible development approval processes that strives to ensure impacts from Port activity can be appropriately mitigated.
- Work with local municipalities and neighbours to encourage land use compatibility and to minimize the potential of land use conflicts between the Port and adjacent development.

### **First Nations**

Port Metro Vancouver recognizes and respects its obligations to consult in good faith with First Nations whenever its policy decisions potentially infringe upon aboriginal rights or title claims. PMV also recognizes its obligation to seek workable accommodations of First Nations' interests, to the extent the Port Plan infringes upon First Nations' rights and title.

As part of the process for adopting and administering the Port Plan, PMV will consult with those First Nations' governments that have reasonably founded claims to those lands that are managed by PMV. This consultation process will be separate and distinct from PMV's consultation activities with other levels of government and interested or affected parties. PMV will consider

sound First Nations' interests in the formulation and adoption of the Port Plan.

PMV is committed to providing the First Nations with manageable, timely and understandable information concerning the Port Plan.

#### First Nations Policy Direction

- Consult with First Nations in a distinct process in matters pertaining to the adoption and implementation of the Port Plan where First Nations' rights and title are impacted.

### **Marine Operations and Navigation**

With navigable waters being the responsibility of the federal government, PMV, as a federal agency, is concerned that safe, reliable navigation or movement of vessels be maintained within its jurisdiction. In the national interest, PMV is also mandated to advance international trade by facilitating competitive port operations.

#### Objectives

- To promote and facilitate competitive, deep-sea terminal activities that advance international trade.
- To facilitate coastal shipping activities in support of trade, in general, and of local and regional economies.
- To promote the maintenance of a safe and efficient standard of navigation.

#### Port Operations and Navigation Policy Directions

- Ensure that existing and future capacities of terminals and waterlot areas are protected, improved and maintained to effective and efficient standards.
- Support the development, continuance and improvement of privately-owned deep-sea and coastal terminals and marine-related industrial and commercial activities.
- Promote the continued maintenance of safe and effective navigation within the port.

### **Safety and Security**

PMV and Port community have endeavoured to create a safe and secure point of entry and exit for goods and passengers. Policing and security at Port Metro Vancouver play a significant role in overseeing the safe and efficient transport of passengers and goods. Security at the Port is a shared responsibility between PMV and the terminal operators, while policing at the Port and marine facilities is under the jurisdiction of the respective local police forces.

Transport Canada directed all ports in Canada to implement the International Ship and Port Facility Code. Port policing and security efforts have increased over the past several years to meet national and international requirements. The Port's ongoing security program will address the interdependencies in the Port's security system between loading and off-loading goods and passengers at terminals. The Port will continue to be a safe and secure port that meets or exceeds national and international security requirements.

### Safety and Security Policy Directions

- Ensure that future land use and port development adheres to the Port's security plan and adopted national regulations and legislation that implement international requirements.
- Work with port businesses to assist them in complying with security and safety regulations and requirements for both their port and off-site operations.
- Manage Port lands to facilitate the safe, secure and efficient movement of cargo and passengers.

## **Transportation**

The Port's well-linked marine and land transportation network is, and will continue to be, a critical component for Port growth and economic success. Transshipment of international goods is dependent not only on efficient marine terminals but also on the ability to transfer goods quickly to and from markets. As growth continues, the Port's success will rely upon increased capacity and efficient operation of the entire transportation network as well as the efficient operation of port facilities in the timely transfer and movement of cargo and passengers.

The efficient and safe provision of integrated transportation services requires cooperation from all levels of government, transportation agencies, the Greater Vancouver Gateway Council partners, and private shipping operators and agents. Port Metro Vancouver's role as a major gateway for Asia Pacific trade will be fostered by a well-planned and maintained regional

transportation system of water, road, rail and air. As a current and founding member of the Greater Vancouver Gateway Council, PMV works with Council partners to:

- Encourage a fair and competitive transportation framework with US gateways;
- Encourage a comprehensive gateway infrastructure program and the capital necessary to implement it;
- Develop policies and regulations to service expansion and improvement of the transportation gateway.
- Encourage the forging of seamless linkages between various modes of transportation, including water, rail, road and air, across the Lower Mainland.

PMV will work collaboratively and proactively with the Port community, local, regional, provincial and national governments and other transportation agencies to help optimize the capacity of the region's transportation infrastructure that the Port relies upon.

## **Marine Transportation System**

Port Metro Vancouver's natural deep-water harbour within Burrard Inlet can accommodate some of the world's largest vessels. The Port's success has benefited from large, open and protected navigable areas and the ease of maneuverability of ships within Burrard Inlet and at Roberts Bank. In addition, the Fraser River provides a navigable channel with sufficient depths to accommodate international vessels and connects numerous port businesses along its shoreline with both local and global markets.

Managing the safe, secure and efficient movement of cargo and passenger vessels must be accomplished within a harbour that serves increasingly more active commercial and recreation related activities such as float planes, passenger ferries and pleasure boats. The Port recognizes these multiple uses have increased due to growing urban communities in the region. PMV strives to manage such demands and their potential conflicts within Port waterways in a manner that maintains safe, secure and efficient navigational channels and access to terminals for cargo and passenger vessels.

Port Metro Vancouver and industry have an opportunity to explore the benefits associated with the increased movement of goods by barge on regional waterways. Referred to as short sea shipping, this approach to goods movement could assist in reducing the number of trucks on roadways, improve terminal efficiencies and reduce environmental impacts.

## Land Transportation System

Located in a growing metropolitan area, Port Metro Vancouver's success relies on more than just its maritime access. The Port's road and rail connections through the surrounding region are vital to the continued viability and growth of port activity. As a partner in building the regional economy, the Port is committed to finding solutions for improvements to regional transportation issues while fulfilling its obligation as a facilitator of trade in the best interest of all Canadians.

As PMV seeks expansion of the road and rail capacity serving the Port, it will first look to improve the logistical utilization of its existing infrastructure before engaging in physical expansion projects. Likewise it will promote better utilization of the existing regional transportation network.

### *The Rail Network*

Five railways serve Port Metro Vancouver: CN Rail, Canadian Pacific Railway (CP), Burlington Northern Santa Fe Railway (BNSF), British Columbia Railway (BCR) and Southern Railway of British Columbia (SRY). The rail network serving the Port also consists of interconnecting rail yards, interchanges and rail lines that are located throughout the region. To meet growing demand for their services, railways may upgrade and improve their physical infrastructure and their operations to create additional capacity. The Port and its terminal operators also have a role to play by expanding on-site rail facilities and improving operational efficiencies.

### *The Road Network*

A vast network of local and regional roads serves the movement of goods to and from the Port. Some of these roads are part of Translink's Major Road Network and include many of the region's truck routes. In addition, the Port operates its own internal roadways that connect with the regional network. For example, most of the Port activities located on the south shore of Burrard Inlet are directly accessed by PMV's dedicated internal roadways. In other areas, such as the north shore of Burrard Inlet and at Roberts Bank, port terminals are accessed by municipal or provincial roads. PMV supports efforts to maintain the efficiency of regional goods movement via the road network to ensure a competitive and viable Port.

## Transportation Policy Direction

- Protect the Port's shipping channels and navigable waterways to facilitate the safe, secure and efficient movement of cargo and passengers.
- Ensure the safe and efficient passage of deep-sea vessels through PMV's terminals on the Fraser river by requiring that new river crossings built over or under primary navigation channels meet adequate clearance standards.
- Improve the utilization of the Port's internal transportation infrastructure and its connections to the regional transportation system.
- Work with transportation agencies and railways to find solutions that meet the Greater Vancouver gateway's need for increased capacity on the region's road and rail networks for the movement of goods.
- Encourage the continuous development of cooperative relationships with transportation agencies, railways, communities, stakeholders and governments to help realize the full growth potential of the Port while respecting the communities through which goods and services travel.
- Support the regulatory enforcement of safety standards on the roads and railways to maintain their safe use by all who use them.
- Explore opportunities to increase the use of regional waterways for the movement of cargo and containerized goods.
- Encourage Port use of the regional road network during evenings and weekends to lessen the impact on existing road capacity during the day.

## 4. Planning Areas and Future Land Use Designations

The Port Metro Vancouver Consolidated Land Use Plan divides PMV's jurisdiction into 22 separate Planning Areas. These Planning Areas are based on the 11 Planning Areas of the former Vancouver Port Authority Land Use Plan, the six reaches of the former North Fraser Port Authority Land Use Plan and the five administered uplands areas identified in the former Fraser River Port Authority's Land Use Plan.

The land use designations described in each of the three former Port Authorities land use plans are also included in this consolidated Plan. In order to retain their original intent, they remain as they were and are presented here as three separate land use designation systems. Each system applies only to those lands located within the former jurisdictions of the respective former Port Authorities.

### Planning Areas

Each of the 22 Planning Areas has its own intent statement and summary of initiatives to guide future development. Along with the land use designations, these intent and initiatives statements provide a clearer picture of how the different areas within PMV's jurisdiction may evolve and grow in the future. The Planning Areas fall under four main geographic zones comprising PMV's jurisdiction:

- Roberts Bank, Delta
- Burrard Inlet
- Fraser River, Main and South Arms
- Fraser River, North Arm

### ***Roberts Bank, Delta***

#### **1. Roberts Bank, Delta**

##### *Location*

Planning Area 1 is located at Roberts Bank in the Corporation of Delta at the end of Deltaport Way.

## *Context*

Port facilities in this area consist of Deltaport container terminal and Westshore coal terminal. The Port facilities are located on a man-made land mass and causeway built by the federal government in the 1970s and expanded in the 1980s and again in the late 2000s. It is served by an excellent rail and road system that connects to major regional, national and US highway systems.

The Port's largest bulk facility, Westshore Terminals, occupies approximately 50 hectares of the Roberts Bank site. Roberts Bank offers an excellent location as a bulk facility given its ability to serve unit trains and large vessels.

Deltaport was completed in 1997 and expanded in 2000 and again in 2009. It is the Port's newest and largest container terminal facility and is operated by Global Container Terminals Inc.

## *Intent*

The intent of this planning area is for deep-sea terminal use. The area has been a primary focus for the Port's container growth strategy, which recently included the expansion of Deltaport.

## *Initiatives*

- Consider whether to continue the process to develop additional container capacity at Roberts Bank to accommodate a larger portion of the Port's forecasted container cargo volumes.

## ***Burrard Inlet***

### **2. Stanley Park to Main Street, Vancouver**

#### *Location*

Planning Area 2 is located on the south shore of Burrard Inlet between Stanley Park and Main Street in the City of Vancouver.

#### *Context*

This planning area has three distinct sub areas: Coal Harbour, Canada Place and the Central Waterfront.

### **a. Coal Harbour**

The Coal Harbour sub area extends from Stanley Park to Canada Place. PMV properties consist mainly of water lots used primarily to support marine recreational activities: Vancouver Rowing Club, Royal Vancouver Yacht Club, marine fuelling stations, charter boat operations and the Seaplane Operation Zone.

### **b. Canada Place**

This sub area includes Canada Place, Vancouver's premier waterfront landmark.

It is home to the Port's largest cruise ship terminal as well as Vancouver's Convention and Exhibition Centre, the Pan Pacific Hotel, the World Trade Centre and the CN IMAX Theatre. The complex is managed by Canada Place Corporation, a subsidiary of PMV. Canada Place is also the home of PMV's offices and the public Port interpretive centre.

Cruise operations here benefit from transportation links to the airport and US border, nearby hotel accommodation and proximity to Vancouver's vibrant downtown core.

### **c. Central Waterfront**

The Central Waterfront sub area is located between Canada Place and Main Street. The current uses here include the SeaBus Terminal, the Vancouver Harbour Heliport, various interim parking and bus staging uses and Crab Park at Portside.

More detailed land use policies for this area are identified in the *Central Waterfront Port Lands Policy Statement* adopted by PMV and the City of Vancouver in 1994. The Policy Statement includes policies and guidelines for the ultimate development of the site that includes a range of urban-related commercial and residential uses, transportation uses, public access, and a potential for additional cruise ship facilities. Future development will need to address access challenges created by the rail yard that separates it from Downtown Vancouver.

#### *Intent*

The intent of this planning area is to support and expand tourism, transportation and urban development associated with port and urban

activities. Development will also recognize the uniqueness of the three sub areas - Coal Harbour, Canada Place and Central Waterfront. It will be the predominant location for the Port's cruise ship operations.

### *Initiatives*

- Facilitate the development of the Central Waterfront area through a cooperative development process with the City of Vancouver and the private sector.
- Explore opportunities to accommodate additional cruise requirements in the Central Waterfront.

## **3. Main Street to Victoria Drive, Vancouver**

### *Location*

Planning Area 3 is located on the south shore of Burrard Inlet between Main Street and Victoria Drive.

### *Context*

This planning area includes a diverse mix of deep-sea terminals and port industrial uses. Most have been in existence for many decades and are among Vancouver's early waterfront terminal developments. Terminal facilities in the area include Centerm/Ballantyne (containers, break-bulk and cruise), Vanterm (containers), Agricore United (agricultural products), Pacific Elevators (agricultural products), and West Coast Reduction (edible oils and tallow).

As part of the Port's container expansion strategy, Vanterm and Centerm will be improving intermodal rail facilities, relocating existing buildings and utilizing new equipment. Both terminals are expected to increase their capacity: Vanterm from 435,000 TEUs to 600,000 TEUs and Centerm from 340,000 TEUs to 700,000 TEUs.

Other port uses in this planning area include PMV's maintenance facility, Canfisco (fish processing), Rogers Sugar's marine facilities and Marco Marine Containers (container storage and service). Port related facilities in this area but not located on PMV lands include the Rogers Sugar Refinery and BNSF's dock.

All of these operations have benefited from ideal port land use conditions including deep water, excellent rail and road access, and adjacent municipally zoned industrial land that also acts as a buffer from residential

communities. The retention of the industrial lands adjacent to this area is an important factor that will ensure the long-term viability of these facilities.

The proximity of Main Street Dock to the downtown area makes it a strategic site with the potential to support uses that provide a transition from the proposed urban uses of the Central Waterfront to the port related industrial uses to the east. Currently the site is occupied by harbour patrol and police boats and Tymac, a marine service facility.

### *Intent*

The intent of this planning area is for deep-sea terminal and port industrial uses. The expansion of the container terminals in this area will be an important component of the Port's container expansion strategy. The area also provides opportunities for further port development at existing facilities as well as on non-PMV waterfront sites.

### *Initiatives*

- Work with the operators of Vanterm and Centerm to expand their respective terminal operations to increase their container handling capacities.
- Examine development opportunities on Main Street Dock that will provide a transition between the Central Waterfront area and the heavier port industrial activities to the east.

## **4. East Vancouver Port Lands (EVPL), Vancouver**

### *Location*

Planning Area 4 is located in the City of Vancouver along the south shore of Burrard Inlet from Victoria Drive to Boundary Road. This planning area is also referred to as the East Vancouver Port Lands (EVPL).

### *Context*

EVPL is a narrow strip of land primarily used for port industrial and port related support service uses. The area is also an important transportation corridor that includes PMV's private south shore roadway and Canadian Pacific Railway's mainline and storage yard. The marine businesses on Port lands include an agricultural products terminal, port service industries, container storage and service, cold storage, fish processing and a proposed concrete batch plant.

Cascadia terminal is the only deep-sea terminal operating in the EVPL and is located between New Brighton Park and the Iron Workers' Memorial Second Narrows Bridge. It is expected to continue as an important agricultural products terminal in the future and benefits not only from deep water but also from adjacent rail access.

In addition to port uses, a large public park, New Brighton Park, is located partially on PMV land in this planning area.

A more detailed area plan was developed in conjunction with the City of Vancouver and the adjacent residential community. The EVPL Plan provides a level of detail to guide future growth and development in this planning area and helps address future land use conflicts, as well as environmental and transportation related issues.

### *Intent*

The intent of this planning area is to remain a vibrant working port waterfront and will continue to function as a major port transportation corridor for both rail and road. Future development will be guided by a more detailed area plan currently being prepared in cooperation with area residents and the City of Vancouver.

### *Initiatives*

- An area plan for the EVPL was developed, in cooperation with the City of Vancouver and the adjacent residential neighbourhood that will provide more detailed planning and development policies for the area.

## **5. Burnaby Waterfront**

### *Location*

Planning Area 5 is located in the City of Burnaby on the south shore of Burrard Inlet and extends east of Boundary Road to the city limits between Burnaby and Port Moody.

### *Context*

PMV holdings in this planning area are primarily water lot areas that serve upland petroleum operations. The significant rail and pipeline infrastructure contribute to their operations as transshipment terminals. The primary land areas include the Berry Point site, a portion of Barnet Marine Park, Lot 2 and 3 District Lot 114, and small land areas along the shoreline at Chevron's

Stanovan terminal, Shell's Shellburn terminal, Terasen's Westridge Terminal and at Petro-Canada's terminal.

The upland adjacent to this planning area is characterized by steep slopes that are suitable for liquid bulk shipping via pipelines, and the Canadian Pacific Railway mainline along the south shore of the Inlet to Vancouver. The terminals are located on PMV leased water lots while their upland operations are generally within the land use jurisdiction of the City of Burnaby. Anticipated growth in petroleum exports may require terminal operators to examine their capacity limits in future years.

The Berry Point site is currently underutilized. A portion of the site is presently used for tug and barge operations and other short-term marine uses and will be examined for opportunities for long-term port uses.

Lot 2 and 3 District Lot 114 is a 6.9hectare (17 acre) parcel with steep topography situated north of the Barnet Highway and south of the CPR railway. A portion of the upland is used as a habitat compensation area by the Canadian Pacific Railway. The waterlot to the north was traditionally used as a booming ground by a former sawmill.

Barnet Marine Park is primarily located on City of Burnaby land and water lots. PMV does hold some lands adjacent to the water and most water lots in the area. The City of Burnaby is investigating the possibility of continuing this park as a linear link along the shoreline within its own boundaries.

### *Intent*

The intent of this planning area is to accommodate a mixture of port industrial and recreational uses. The primary port uses will continue to include the marine facilities for liquid bulk terminals and other port industrial uses at Berry Point.

### *Initiatives*

- Prepare a detailed land use plan and development strategy for the Berry Point site in cooperation with the City of Burnaby and the adjacent residential neighbourhood.
- Undertake a review of Lot 2 and 3 District Lot 114 to identify the future use of the site.
- Work with petroleum terminal operators to identify options to increase terminal capacity as required.

## **6. Port Moody Arm**

### *Location*

Planning Area 6 is located in the City of Port Moody and includes PMV lands and water from the Burnaby city limits around Port Moody Arm to Belcarra Regional Park.

### *Context*

Port industrial uses on PMV land in the area include Pacific Coast Terminals (a major bulk terminal handling sulphur and petrochemicals), and the waterside facilities for Mill and Timber Products, Imperial Oil's IOCO Terminal and BC Hydro's Burrard Thermal Plant. The area also supports marine commercial uses including Reed Point Marina and the IOCO Boat Club.

In 2002, PMV and the City of Port Moody increased the shoreline park system to include 33 hectares of tidal flats at the eastern end of the Arm with the creation of Tidal Park. The park plays an important role in providing both recreational uses as well as conservation of the important habitat values of the mud flats. Public access and other recreational uses include the water lot surrounding Belcarra Regional Park, a few other smaller waterfront parks and a significant number of private residential waterfront licenses along the north shore of the Arm.

### *Intent*

The intent of this planning area is to accommodate a mixture of port industrial, marine commercial, recreational and residential waterfront moorage uses.

## **7. Indian Arm**

### *Location*

Planning Area 7 includes all PMV lands located in Indian Arm bordering the jurisdictions of the District of North Vancouver, Electoral Area 'A', the Village of Belcarra and the Village of Anmore.

### *Context*

Indian Arm is a natural fjord characterized by deep water (approximately 220m deep), steep slopes and undeveloped upland forests. PMV's interest is primarily limited to the water and water lot leases, as it has only minor upland holdings. A majority of the upland area in Indian Arm is Provincial

Park and many properties are limited only to water access. Access to the water is available at Deep Cove, Belcarra and Bedwell Bay.

Existing development of the water areas include residential moorage facilities, marinas located at Deep Cove, municipal street-end public water access parks, some commercial interests and yacht club outstations in the Arm.

### *Intent*

The intent of this planning area is for continued use for public marine recreational, vessel anchorage, residential waterfront moorage and marine commercial uses, where appropriate.

## **8. Cates Park to the Seymour River, District of North Vancouver**

### *Location*

Planning Area 8 is located on the north shore of Burrard Inlet and extends from the Seymour River to the east side of Cates Park in the District of North Vancouver and includes water lots adjacent to East Seymour I.R. No.3.

### *Context*

The planning area is a mix of marine terminals, port service industry, public recreation and a conservation area. The physical constraints of the shallow draft and mudflats that dominate most of the foreshore in this planning area limit the amount of port water related uses suitable for this area.

Cates Park at the tip of Roche Point is one of the few locations on the North Shore where there is a public boat launching facility. Immediately west of Cates Park are marine industrial uses and barge moorage areas.

PMV has set aside 21 hectares (52 acres) of its waterfront lands through an agreement with Environment Canada for the Port's Maplewood Conservation Area for wildlife conservation. Environment Canada's Environmental Science Centre, which includes research laboratories and management facilities, is located adjacent to the conservation area.

Directly north of the conservation area is PMV's 14-hectare (35 acre) Maplewood North property. While presently vacant, PMV is in the process of examining this site for future urban mixed-uses.

PMV lands west of the Maplewood Conservation area include two marine terminals (Nexen and Erco) and a variety of port support industries on both Port lands and privately held upland areas. These include concrete batch plants, a shipyard and barging operations. The heavy industrial type of uses at these terminals also benefit from adjacent private industrial lands that act as a buffer and transition area to residential lands to the north. The retention of the adjacent industrial lands is an important component to ensure the long-term viability of port industrial uses in this area.

### *Intent*

The primary intent of this planning area is to accommodate a mixture of port industrial, recreational, and conservation uses. The intent of PMV's Maplewood North property is for urban development.

### *Initiatives*

- Pursue development opportunities for the Maplewood North property.

## **9. Seymour River to St. Georges Avenue, District of North Vancouver & the City of North Vancouver**

### *Location*

Planning Area 9 is located along the north shore of Burrard Inlet and extends from the Seymour River in the District of North Vancouver to St. Georges Avenue in the City of North Vancouver. The eastern portion of the area is also adjacent to Seymour Creek I.R. No.2.

### *Context*

This planning area is dominated by deep-sea cargo terminals that have excellent deep-water conditions and good accessibility to the regional road and rail network. Adjacent industrial lands within the two municipalities provide additional opportunities for port related services and act as a land use buffer to the residential areas to the north.

This planning area includes some of the Port's largest export terminals including Lynnterm (break-bulk), Dow Chemicals (petrochemicals), Neptune Bulk Terminals (coal, potash, agricultural products), Saskatchewan Wheat Pool (grain, agricultural products) and James Richardson International (grain, agricultural products). These terminals handle a significant share of the Port's cargo volumes.

Lynnterm exports a majority of the Port's forest products including lumber and pulp. Forecasts indicate that the terminal will have significant excess capacity during the next twenty years. Accordingly, Lynnterm may be an appropriate site for terminal redevelopment to accommodate other cargoes. Redevelopment of the terminal to handle containerized cargo is presently under investigation and includes a study of potential off-site impacts (road, rail, environment, etc.).

This planning area also has important port support industries including Seaspan International, Vancouver Drydock, and Vancouver Pile Driving. The western portion of the area below the Ironworkers' Memorial Second Narrows Bridge includes marine industrial and marine commercial uses including the Lynnwood Marina. Potential exists for further development at the Pier 94 site.

Harbour View Park on the east side of Lynn Creek provides public access to the waterfront.

### *Intent*

The intent of this planning area is for deep-sea terminal and port industrial uses. The deep-sea terminal uses will continue to accommodate a variety of liquid bulk, dry bulk and break bulk cargoes. The area may also play an important role in fulfilling the Port's container strategy by handling containerized cargoes in the future.

### *Initiatives*

- Examine, with the terminal operator, the redevelopment of Lynnterm to accommodate a portion of the forecasted increase in container cargo volumes.
- Examine port related development opportunities for the Pier 94 area.

## **10. St. Georges Avenue to Bewicke Avenue, City of North Vancouver**

### *Location*

Planning Area 10 is located on the north shore of Burrard Inlet between St. Georges Avenue and Bewicke Avenue in the City of North Vancouver. The western portion of the area is adjacent to Mission I.R. No. 1.

### *Context*

This area stretches along the City of North Vancouver's waterfront and is adjacent to an area of mixed-use development, a park and a marina. The Port's holdings are primarily limited to water lots. The uses of these water lots include the SeaBus terminal, tug and barge operations and Waterfront Park.

PMV exchanged lands immediately east of Lonsdale Avenue with the former Versatile Shipyard site for lands on the east side of St. Georges Avenue adjacent to the Vancouver Drydock. This arrangement ensured the continued long-term port use of lands east of St. Georges Avenue.

### *Intent*

The intent of this planning area is to support the adjacent upland urban development with marine commercial and limited marine industrial activities.

## **11. Bewicke Avenue to Lion's Gate Bridge, City of North Vancouver & District of North Vancouver**

### *Location*

Planning Area 11 is located along the north shore of Burrard Inlet from Bewicke Avenue to the Lions Gate Bridge. The west end of the area is adjacent to Capilano I.R. No. 5.

### *Context*

This area includes deep-sea terminals and a mix of marine and port service uses. Most of these facilities are located on privately held land with the marine facilities located on PMV managed water lots.

The eastern part of this area includes the Burrard Yacht Club and the water lot fronting Harbourside Business Park that is currently used for barge moorage. The foreshore immediately south of Kings Mill Walk is leased to the City of North Vancouver for shore protection. Over the years, PMV has contemplated port industrial development in this water lot. In light of the development on the upland parcel, PMV will examine the long-term port use of this area.

The western part of the area includes the marine components of both port industrial and cargo terminal uses. These include Seaspan International (ship building, vessel repair and maintenance, tug and barge operations), McKeen and Wilson (barge operations), Fibreco (wood chips) and Vancouver

Wharves (sulphur, break-bulk, mineral concentrates, liquids, and agricultural products).

Rail connections in the areas are available at the CN Rail intermodal yard north of Vancouver Wharves. Road access has also been an important part of the success for these industries. The surrounding light industrial zones on lands within the District of North Vancouver have provided land for service industries that support port uses and act as a buffer between the heavier industrial port activities and residential development to the north.

### *Intent*

The intent of this planning area is for deep-sea terminal, port service and marine industrial operations that require water access.

### *Initiatives*

- Examine the potential port opportunities for the water lot adjacent to Harbourside Business Park.

## ***Fraser River – Main and South Arms***

The following discussions relate primarily to PMV's upland properties in this area. However, PMV also provides water use designations. The following section on Land Use Designations defines these designations more clearly.

### **12. Richmond Properties, City of Richmond**

#### *Location*

Planning Area 12 is located along the north bank of the main arm of the Fraser River in the vicinity of No. 7 Road and No. 8 Road in Richmond.

#### *Context*

This area includes mixed, port terminal and industrial park uses. Since the area has deep-sea berthing capacity, approximately 81 hectares (200 acres) are reserved for deep-sea and coastal terminal development, with a potential for up to four berthing facilities. The balance of the site is to be developed for port-related and industrial/business park uses. The area has good highway access potential and many of the sites are directly served by rail.

#### *Intent*

The intent for this Planning Area is for coastal shipping, port services and industrial uses along with deep sea terminal uses.

#### *Initiatives*

- Preserve and enhance river access for coastal marine, port services and industrial activities.
- Pursue the acquisition of strategic riparian properties.
- Develop, maintain and/or operate deep-sea terminal facilities.
- Facilitate and accommodate, where appropriate to the effective operation of PMV, river access for deep-sea terminal operations.

### **13. Delta Properties**

#### *Location*

Planning Area 13 is an aggregation of land parcels currently being assembled by PMV on the south shore of the river, downstream of Nordel Way. They are bisected by a rail line that is jointly owned by Canadian National (CN) and

Burlington Northern/Santa Fe (BNSF). River Road runs along the northern edge of the site separating the shore land areas from the main uplands.

### *Context*

Fraser Delta is being assembled with a view to the development of coastal and/or port-related industrial businesses. The river depth fronting the site would allow for the development of coastal commodity loading facilities. Currently, some portions of Fraser Delta are leased out to industrial tenants. Other parts have been used as landfill and sand spoil sites.

### *Intent*

The intent for this Planning Area is for coastal shipping, port services and industrial uses.

### *Initiatives*

- Preserve and enhance river access for coastal marine, port services and industrial activities.
- Pursue the acquisition of strategic riparian properties.

## **14. Surrey Properties**

### *Location*

Planning Area 14 extends along the south shore of the river south of Tannery Road in Surrey. While most of the Planning Area is located in Surrey, the southern-most end crosses into Delta.

### *Context*

The largest terminal in this Planning Area is Fraser Surrey Docks (FSD) Occupying 54 hectares (133 acres) FSD is equipped with six deep-sea berths to handle containers, bulk, break-bulk, general and roll-on/roll-off cargoes. FSD specializes in forest products, steel, agricultural products, general cargo and containers. The remaining properties are leased to a number of tenants involved in port-related industries and businesses, including a lumber mill as well as distribution centres, trucking, manufacturing and marine services.

### *Intent*

The intent for this Planning Area is for coastal shipping, port services and industrial uses along with deep sea terminal uses and open space uses.

### *Initiatives*

- Preserve and enhance river access for coastal marine, port services and industrial activities.
- Pursue the acquisition of strategic riparian properties.
- Develop, maintain and/or operate deep-sea terminal facilities.
- Facilitate and accommodate, where appropriate to the effective operation of PMV, river access for deep-sea terminal operations.
- Incorporate provisions for open space uses into new development plans for PMV upland sites, as PMV deems them to be compatible with adjacent land uses, navigation and port activities.

## **15. Annacis Properties**

### *Location*

Planning Area 15 is situated at the northeast end of Annacis Island in Delta.

### *Context*

The Annacis Properties comprise approximately 59 hectares (145 acres) of land. Annacis Auto Terminals (AAT) is the primary terminal in the area, occupying approximately 39 hectares (97 acres) of land and operating as a vehicle import/export distribution centre. The terminal is equipped with two berths and custom shops for value-added services and state-of-the-art vehicle processing and distribution. It has extensive rail and truck loading areas, excellent rail access via the Southern Railway of British Columbia (SRY) and good trucking access via Highway 91. Other land uses in this Planning Area include distribution centres, public access to the water and a PMV port maintenance warehouse.

### *Intent*

The intent for this Planning Area is primarily for deep sea terminal uses along with coastal shipping, port services and industrial uses and open space uses.

### *Initiatives*

- Develop, maintain and/or operate deep-sea terminal facilities.
- Facilitate and accommodate, where appropriate to the effective operation of PMV, river access for deep-sea terminal operations.

- Preserve and enhance river access for coastal marine, port services and industrial activities.
- Pursue the acquisition of strategic riparian properties.
- Incorporate provisions for open space uses into new development plans for PMV upland sites, as PMV deems them to be compatible with adjacent land uses, navigation and port activities.

## **16. Brownsville Properties**

### *Location*

Planning Area 16 is located under and to the west of the Pattullo Bridge in Surrey.

### *Context*

The Brownsville properties are a collection of sites that PMV has a continuing interest in assembling in support of coastal, port services and port related industrial usage. Several PMV owned sites extend along the shore of the river, adjacent to a CN rail right-of-way, and include a 9.3-hectare (23 acre) site formerly occupied by Imperial Lumber. Occupants leasing sites in this Planning Area are primarily involved in forest products distribution, manufacturing, construction material and equipment, and distribution.

### *Intent*

The intent for this Planning Area is primarily for coastal shipping, port services and industrial uses along with limited land designated for open space uses.

### *Initiatives*

- Preserve and enhance river access for coastal marine, port services and industrial activities.
- Pursue the acquisition of strategic riparian properties.
- Incorporate provisions for open space uses into new development plans for PMV upland sites, as PMV deems them to be compatible with adjacent land uses, navigation and port activities.

## ***Fraser River – North and Middle Arms***

Within the North and Middle Arms of the Fraser River, PMV manages a limited number of upland properties. Following discussions for each Planning Area in these two arms of the river relate primarily to in-water uses under

PMV's jurisdiction within the context of adjacent upland uses outside of PMV's jurisdiction.

## **17. North Arm Jetty / Point Grey Booming Grounds**

### *Location*

Planning Area 17 is located along the North Arm of the Fraser River from the river mouth to the eastern end of Iona Island. McDonald Blough on the south side of Iona Island is also included in this Planning Area as is PMV owned upland property on Iona Island itself.

### *Context*

Port administered structures in the North Arm / Point Grey reach include the Point Grey booming grounds, the North Arm Jetty and log transit area, a fibre recovery site and transit barge mooring facilities. Much of the Port industrial marine activity is related to the orderly navigation of small ships, barges and other vessels entering and exiting the North Arm. Green open space and parkland characterize much of the upland in the North Arm Jetty reach, outside of PMV's jurisdiction.

Iona Regional Park currently serves as a staging area with a parking lot and limited amenities. The Parks department of the Metro Vancouver has identified a possible future aqua bus link between the Iona Regional Park and the Fraser River Foreshore Park. In addition preliminary plans for the area have centered on establishing an interpretative lookout centre where the PMV and Metro Vancouver lands interface, complete with viewpoints. Such a centre could include interpretative themes and signage to explain and highlight the significance of the Port fibre recovery and sand spoil sites as important ecological functions in the river.

There may also be opportunities to integrate these interpretive themes with interpretive facilities at other sites, such as Iona sewage treatment plant, the Sturgeon Banks Wildlife Management Area, and the Canfor Point lands. In this way, Iona Island could function both as an open air eco-museum on the Fraser River, integrating the region's heritage, cultural, industrial, recreation and tourism resources. Several elements of a larger Fraser River eco-museum currently exist, including the Gulf of Georgia Cannery (Richmond), Deas Island Regional Park (Delta), the Fraser River Discovery Centre (New Westminster) and the Fraser River Heritage Centre (Mission).

While upland development patterns are unlikely to change in the near future, there are increasing pressures on the existing B.C. ferry terminals at

Horseshoe Bay and Tsawwassen. The North Arm Jetty and Iona Island area has often been cited as an attractive site for potential fast ferry service to Vancouver Island because of its unique location and proximity to YVR such a development would significantly alter the nature and character of the North Arm Jetty and would require a provincial initiative. This Land Use Plan does not make provision for a ferry terminal.

### *Intent*

The intent for this Planning Area is primarily for in-water log storage and transit grounds as well as an industrial node along the North Arm Jetty and continued park use on that portion of Iona Regional Park located on PMV lands.

### *Initiatives*

- PMV will act to maintain the integrity of the Point Grey Booming Grounds.
- The North Arm Jetty is an essential navigation and river training harbour work. PMV will maintain the Jetty's integrity to ensure continued navigation in the North Arm. Similarly the Port fibre recovery and sand spoil sites are important and necessary features in PMV's debris management and dredging programs.
- PMV recognizes the value the public derives from the passive enjoyment and recreational use of the environment on Iona Island. The recent extension of Metro Vancouver Park's Iona Regional Park boundaries has encouraged PMV to explore with other agencies the possible creation of an open air eco-museum on the Island which would involve facilities, staging areas, interpretive theme signage and a public access trail system.
- PMV will continue to work with interested parties to develop a suitable interface between its industrial land area and the Regional Park area to ensure public safety and site security.

## **18. Sea Island/Marpole**

### *Location*

The location of Planning Area 18 extends along the North Arm of the Fraser River from the eastern end of Iona Island to the Oak Street Bridge and includes the Sea Island Conservation Area and McDonald Beach Park and associated boat launch facilities. As its name suggests, the Planning Area runs adjacent to both Sea Island in Richmond and the Marpole area of Vancouver.

## *Context*

This Planning Area represents a gradual transition from the predominantly green North Arm Jetty area to the more industrialized upriver portions of the North Fraser. As such it consists of highly productive habitat with some intermittent industrial landscapes. Preserving the integrity and viability of the privately owned industrial uplands is important to the PMV. In particular, the Eburne site is a large industrial site well suited to water dependent use.

The CPR is proposing to close its Arbutus extension west of Hudson Street. The railway does not consider the line viable as it now serves only one customer. Its closure would not reduce transportation options for Port users provided the remainder of the line remains open. The pending loss of service to an isolated industrial customer demonstrates the importance of protecting industrial nodes in order to retain a critical mass of complementary uses and services.

Metro Vancouver Parks Department has identified a possible future aqua bus link between Hudson Street and the Bridgepoint development in the Middle Arm. In addition, Richmond's Industrial Strategy identifies an industrial designation at the easterly tip of Sea Island. This area is considered as a possible high technology business park with I-3 zoning. Further discussion with the City of Richmond will be required to ensure appropriate utilization of the foreshore west of the Port's administrative offices.

Lot #6471 in the Land Use Plan is located immediately west of McDonald Beach Park and Boat Launch. It has been continuously used for industrial purposes since 1940. It was first developed as a dredge spoil and sand sale site. The site has been owned and zoned for industrial purposes since its acquisition by the Port in 1961. In 1993 the site was used as a barge unloading facility for aggregate and other materials required for the construction of YVR'S third runway.

## *Intent*

The intent of this Planning Area is to provide for in-water log storage and transit grounds as well as maintain existing industrial nodes.

## *Initiatives*

- PMV supports the continued use of the foreshore areas of the Eburne site for water dependent activities. Water dependent activities on the

Eburne site are compatible with the surrounding land uses and complement the nature of the river at this location.

- PMV encourages the CPR to maintain the rail line east of Arbutus for current and possible future port related industrial use.
- PMV supports the creation of a continuous trail system extending east to west on both sides of the North Arm and will encourage connections across or around its properties subject to the feasibility of industrial activities co-existing with public access.
- Finally PMV recognizes the future desirability of establishing connections between YVR and the river to facilitate inter-modal transportation and to that end will consider any of its properties in this reach for this use.

## **19. Mitchell Island**

### *Location*

The Mitchell Island Planning Area extends from the Arthur Laing Bridge in Vancouver to the start of the Fraser Lands residential development east of Argyle Street in Vancouver (upriver from the Knight Street Bridge). On the southerly foreshore, the Mitchell Island reach extends upriver from the Bridgepoint development to No. 6 Road in Richmond.

### *Context*

This Planning Area along with privately owned upland industrial properties represents the most productive industrialized waterfront along the North and Middle Arms of the Fraser River. It contains many marine oriented operations that effectively form one continuous industrial node. The industries located in this area vary in type from the traditional resource dependent operations (i.e. forestry based mills) to transportation oriented operations involving warehousing. Substantial rail and road networks service this area and contribute to its economic strength. The Knight Street Bridge services Mitchell Island which falls under the jurisdiction of the City of Richmond.

The core objective of PMV in this area is to preserve the integrity and viability of privately owned properties on Mitchell Island as a continued industrial node. To this end, the Port will focus on mechanisms to deal with encroaching non-water dependent uses (i.e., the western tip of Mitchell Island) and to encourage diversifying the existing industrial base on Mitchell Island by supporting water dependent uses.

Richmond's Industrial Strategy includes a comprehensive review of industrial needs for the municipality. One of its key objectives is to reserve strategic sites for port and water dependent industrial uses. Included is the creation of a zone exclusively for water dependent industry. The Port endorses this farsighted approach and will cooperate with the City of Richmond to achieve this objective.

### *Intent*

The primary intent of this Planning Area is to maintain and enhance the existing industrial nodes.

### *Initiatives*

- PMV strongly supports the integrity and viability of the water dependent industrial and commercial uses in the Mitchell Island reach and will work with stakeholders to ensure the continued success of the area for these purposes.
- Recognizing the changing nature of the industrial sector and competing uses for land PMV will work with all stakeholders to create Economic Development Areas to protect water based industrial and commercial uses along the foreshore. This may mean the loss of non-water dependent industrial lands.
- PMV supports the City of Richmond's Industrial Land strategy which recognizes the importance of water based industries and the future needs of the transportation industry. Further the Port endorses the creation of a zone exclusively for water dependent industry and will work with the City to implement this strategic policy.
- PMV will work to attract water dependent industry to the area on existing and new sites within EDA's through business and marketing strategies. In addition PMV will consider public and private partnerships to re-utilize or purchase water based sites.
- PMV will work with adjacent municipalities to implement changes and/or upgrades to the road and rail system serving EDA's to achieve more effective handling and movement of goods.

## **20. Fraser Lands**

### *Location*

This Planning Area extends along the North arm of the Fraser River from the easterly tip of Mitchell Island to Boundary Road. In Richmond, the planning area includes the area between No. 6 and No. 8 Road.

## *Context*

PMV owns a few upland properties in this Planning Area, all located on the south side of the river in Richmond. Most of these properties are designated for industrial use, however these also include a parcel at the SW corner of River Road and No. 8 road that is used for agricultural purposes. On the north side of the river in Vancouver, the uplands are predominantly privately owned and are characterized by condominiums and townhouses built in the early 1990s. The rapid transition of the area from industrial to residential is a prime example of the urban encroachment and development pressure that industrial lands in this area have experienced in the last ten years.

Issues concerning noise are often present where residential neighbourhoods and industry are in close proximity. For this reason, the Land Use Plan encourages limiting the introduction of new upland residential uses, particularly within industrial nodes. However, the location of North Arm Transportation, an industrial use next to the Fraser Lands residential community, provides an excellent example of uses that coexist successfully.

Direct access to the river could also be provided for those properties along River Road between No. 6 and No. 7 Roads, in Richmond, by closing that portion of River Road and providing access from the rear of the properties along the railway, possibly as an extension of Vulcan Way. These properties would then have excellent road, rail and river access. The creation of further water dependent industry would require the relocation of River Road. Richmond's OCP proposes some reduction in the ALR east of No. 7 Road and north of Bridgeport Road. This would allow an extended industrial designation including several existing water dependent industries.

PMV understands that City of Vancouver is considering a greenway corridor between Kerr Street and Boundary Road. PMV would encourage a route along Kent Avenue South in order to divert around existing water dependent industrial uses. On the south shore, a greenway corridor is possible along River Road or between River Road and the shoreline. The Parks Department of the Metro Vancouver has identified a possible future aqua bus link between the two existing staging areas at the end of Kerr Street in Vancouver and No. 7 Road in Richmond.

## *Intent*

The intent of this Planning Area is to maintain existing upland industrial nodes and to provide for in-water log storage and transit grounds.

## *Initiatives*

- The Port supports the compatible co-existence of industrial and residential uses within this area and will work with the appropriate parties to limit new upland residential uses that may put pressure on industrial uses.
- The Port will explore, in cooperation with the City of Richmond, possible improvements to the transportation system if the demand for water accessible lands for industry and commerce increases. Such improvements might include relocating River Road between No. 6 and No. 7 Roads from its present location to the railway right of way, thus providing river access to properties now separated from the river;
- The Port encourages the creation of a greenway corridor between Kerr Street and Boundary Road, along Kent Avenue which will allow the diversion around water dependent industrial uses.
- The Port will explore with the City of Richmond the feasibility of creating water based industrial zoning to take advantage of the close proximity of the CN Rail rail line and River Road.

## **21. Big Bend/New Westminster**

### *Location*

This Planning Area extends along the North Arm of the Fraser River from Boundary Road in Vancouver to 20<sup>th</sup> Street in New Westminster.

### *Context*

Upland properties adjacent to this Planning Area have few opportunities for the development of river oriented industries due to a variety of factors. Most of the upland west of the CN Rail Bridge has recently been developed into business parks and non-water dependent uses. Further development of trails and staging areas is planned east of Tillicum Street on municipally owned park land. This will complete riverfront access to the large natural park east of the CN Rail Bridge and the foot of Wiggins Street.

One of the City of Burnaby's long term goals is to pursue dual public and industrial access along the River's edge in the eastern portion of the Big Bend. At the same time the city recognizes that the terms of the easements and rights of way it acquires will need to vary in order to accommodate the specific needs of individual industries. Burnaby City Council has made a pledge to give priority to marine oriented industries in the remaining water accessible lands, east of the CN Rail bridge crossing.

Like Burnaby, one of the City of New Westminster's stated goals is to provide public waterfront access. The City of New Westminster however, has indicated a commitment to industry and recognized that future pathways may need to be rerouted around viable economic development areas. In Richmond, a greenway linkage could follow River Road. However, there are considerable physical constraints to overcome due to the narrow width of River Road along this reach and its sharp drop-off to the river on one side and a ditch on the other.

### *Intent*

The primary intent of land use designations in this Planning Area is to provide in-water log storage and transit grounds as needed.

### *Initiatives*

PMV supports the proposed expansion of water dependent industrial uses east of the CN Rail bridge crossing on the Burnaby side.

## **22. Bridgepoint/Middle Arm**

### *Location*

This Planning Area extends along the Middle Arm of the Fraser River from Swishwash Island to the junction with the North Arm. It abuts the Bridgepoint development on Duck Island in Richmond as well as YVR on Sea Island and urban development on Lulu Island.

### *Context*

PMV's long-term plan for this Planning area is to support a water-based commercial node towards the junction with the North Arm. This plan recognizes a number of compatible and existing municipal and YVR land uses on the upland including programmed recreational water areas, urban and light industrial business parks, and marinas, restaurants and services. Most of this commercial node on the Lulu Island side would necessarily be built on water given land restrictions between River Road and the foreshore.

A potential long-term role for PMV is the development of the Morey Channel as an integrated commercial /recreational amenity corridor. Similar commercial water-oriented nodes have been successful throughout North America as evidenced by Seaport Village in San Diego, which is in close proximity to the Airport and linked by a boardwalk that connects hotels, convention centre and marinas. Similar synergies exist within the context of

the Morey Channel as hotels, marinas and YVR are situated along this corridor. Such an initiative could also support redevelopment of the Bridgepoint Marina.

This area includes a number of floating residences which are non-conforming (i.e. no connection to municipal services). Addressing these uses should be undertaken in cooperation with the City of Richmond. The potential for expansion of floating residential development is limited, given the high Noise Exposure Forecast levels due to YVR and the Port's limited scope for action in its Letters Patent. The new Airport Connector Bridge provides a major enhancement for vehicular movements.

### *Intent*

The intent of the land use designations in this Planning Area are to provide for water-dependent commercial nodes on PMV's upland properties as well as in-water log storage and transit grounds.

### *Initiatives*

- The port supports the development of the Middle Arm as a water related commercial and recreational amenity area (east of No. 2 Road Bridge)
- The Port encourages activities that reflect the Middle Arm's commercial and recreational character and will utilize the Port's proximity to YVR to establish tourism and similar uses.
- The Port will work with the City of Richmond to enable existing floating residences to comply with municipal zoning and servicing requirements.

## **Land Use Designations**

When considering land use designations and the intent statements for the planning areas PMV was mindful of the existing municipal plans, zoning of adjacent lands, land use compatibility and potential for land use conflicts. Considerations also included the existing land use pattern within the Port and site characteristics such as available vessel draft, upland transportation connections, the size of the upland area and the potential for growth, expansion or redevelopment. Based on these considerations, most PMV lands have been designated for a particular land use, thereby providing an indication of existing and future use.

### ***Burrard Inlet and Roberts Bank***

#### **Port and Marine Related Land Uses**

This designation applies to the majority of current port operations and activities and reflects the marine industrial focus of Port businesses. Sites in this designation are intended to be easily accessible by either land or water transport.

This designation includes deep-sea terminals, marine cargo terminals, marine passenger terminals, port and marine services, transportation uses in support of port and/or marine operations, marine and port related commercial, marine and port related industrial, maintenance yards, utility installations, port and other maritime related administration offices/facilities.

#### **Urban and Mixed Port Land Uses**

This land use designation applies to areas considered appropriate for mixed port and urban land uses that are compatible with, and complement, port related facilities and adjacent urban areas.

#### **Parks**

This land use designation applies to parks, plazas and water areas that are available for both active and passive public recreational use.

#### **Conservation**

Conservation areas are land or water areas in which the principal uses are fisheries or wildlife habitat conservation or enhancement and that have been set aside for that purpose. While not generally accessible to the public,

conservation areas may have some elements of public access provided it is limited or controlled to protect the principal use.

## **Port Water Areas**

This land use designation generally applies to a majority of PMV's open water and foreshore areas adjacent to non-PMV managed lands in Burrard Inlet and Indian Arm. It also includes the main shipping channel of Burrard Inlet. The primary role of this water area is for marine traffic but is also utilized for designated anchorages, mooring, recreational boating, public and private recreational docks and marine habitat.

## ***Main and South Arms of the Fraser River***

### **Deep-sea Terminal Use**

This designation applies to deep-sea terminals handling cargoes such as automobiles, break-bulk, bulk and containers. The intent of this designation is to maintain and enhance existing deep-sea terminals and protect potential deep-sea terminal locations along the Fraser River. Acceptable uses within this designation include:

- Shipping Terminal
- General Cargo Terminal
- Bulk Cargo Terminal
- Break-bulk Cargo Terminal
- Container Terminal
- Auto Terminal
- Coastal Berth
- Barge Ramp
- Indoor/Outdoor Storage
- Goods Handling
- Intermodal Loading/Unloading
- Distribution

### **Coastal Shipping, Port Services and Industrial Uses**

This designation applies to industries and service businesses along the river's edge that rely on the river for the coastal movement of their raw materials, fuels and other supplies, as well as their finished cargoes. The types of industries operating on these sites range from cement manufacturing and shipbuilding to sawmill and aggregates storage and distribution. The interfacing of these industries with the river occurs through barge ramps, small vessel docks and marine ways. Businesses also involved

in service industries, as well as those involved in non-marine activities associated with industrial business parks and warehousing facilities, also occupy these sites. All of these industries play important roles in regional and local economies and further support PMV's mandate to facilitate trade.

Acceptable uses within this designation include:

- Coastal Terminal
- Coastal Berth
- Industrial
- Industrial Business Park
- Barge Ramp
- Service Industry
- Outdoor Storage
- Marine Support
- Warehouse/Enclosed Storage
- Shipbuilding
- Intermodal facilities
- Aggregates Terminal
- Forest Products Terminal
- Sawmill
- Fish Processing
- Distribution

## **Open Space**

This designation applies to parks, recreation, habitat and conservation areas. While some of these kinds of uses can be combined, e.g. parks and recreation, others can be mutually exclusive, such as recreation and conservation. A number of habitat and conservation areas have been, or are being, established on developed, PMV administered uplands facing the main channel of the Fraser River. One example of this type of open space use of PMV administered land and water resources is the "habitat reserve", a concept developed in consultation with appropriate federal agencies like Fisheries and Oceans Canada and Environment Canada.

Acceptable uses within the open space designation include:

- Habitat/Conservation Area
- Park
- Public Pier
- Boat Launch
- Surface Parking

## **Waterlot and Moorage Uses**

As a lead participant in the Fraser River Estuary Management Program (FREMP), PMV recognizes the FREMP Area Designations for water and foreshore activity. The designations listed below correspond to current water and foreshore uses throughout PMV jurisdiction along the Main and South Arms of the Fraser River. They can also be used to guide decision-making regarding potential use and encourage compatibility between water use and upland use.

- Port/Terminal – foreshore areas close to good navigation channels, good land transportation connections and adjacent to sufficient upland space for terminal development. These land-water interfaces will support the berthing of vessels and the handling and storage of inbound or outbound cargoes and/or the transportation needs of passengers.
- Industry – foreshore areas designated for industries that, in the course of their operations, require water-borne transportation, surface use of the water and/or use of submerged lands.
- Log Storage and Moorage – foreshore areas whose primary use is log storage and barge moorage, and where use complies with the Fraser River Estuary Management Program guidelines for log storage.
- Recreation/Park – foreshore areas which adjoin public open space uplands designated for recreational or other park uses.
- Conservation – foreshore areas where the primary use is the maintenance and enhancement of continuing biological productivity. Conservation areas may be used for activities like passive recreation (e.g. walking, non motorized boating), which do not impair the continuing biological productivity of the area.
- Water-oriented Residential/Commercial – foreshore areas designated for residential use (e.g. float homes) and/or for amenities supporting urban/commercial activities on adjacent uplands.
- Undetermined Use – Foreshore areas where FREMP area designations do not currently exist.

## ***North and Middle Arms of the Fraser River***

### **Industrial Nodes**

The purpose of identifying industrial nodes is to support existing concentrations of water-oriented businesses and industries along the river and to provide opportunities for future marine oriented operations. Generally water dependent and water related businesses and industries can be defined loosely as "those economic activities in which an integral component of

business operations consist of water based transportation, waterlot usage or water related upland uses." They therefore include, but are not limited to:

- Operations that need proximity to the river to do their business, including lumber mills, fish processing plants, aggregate storage, ship building /repair, aviation (seaplanes), water based distribution and other water oriented industries; and
- Secondary water related but not necessarily water dependent operations in the form of bulk distribution and storage, marine terminals and loading and transfer intermodal yards, shipping services etc.

The following list of policies is aimed at maintaining and enhancing the Port's existing industrial nodes or concentrations of water dependent industries. Industrial nodes define and identify areas for potential integrated storage, transfer and transportation 'nodes' for more than one water dependent operation or type of operation. Interim uses for industrial nodal areas should be considered, provided they do not negatively impact other port uses, the neighbouring lands or the environment.

### **Commercial Nodes / Related Marine Tourism**

Port related commercial nodes identify and provide for commercial water-oriented businesses. They include, but are not limited to, marinas, small cruise ship terminals, boat building and repair areas, and water-oriented commercial, retail, and recreation ventures such as piers, shops, hotels, floating offices, and other mixed uses. One of the key areas the Port proposes for commercial water based development is the Middle Arm from Bridge point to the No. 2 Road Bridge. The upland of this area is currently developed with hotels, greenways and other amenity features that fit in well with the long-term plans of the City of Richmond and the Vancouver international Airport Authority (YVR).

### **Log Storage Areas**

A strength of the Fraser River is its capacity to store logs in fresh water. Freshwater storage is important to the forest industry as it inhibits the growth and development of saltwater organism that damage and destroy wood. Log storage areas are compatible with a wide range of upland uses and foreshore habitats and protect upland lands by reducing shoreline erosion. The Port's log supply system includes the Point Grey booming grounds, the log transit grounds and the river's log handling and storage areas, as well as the Port's scow mooring facilities. The Point Grey booming

grounds provide the B.C. forest industry with one of the largest log storage areas in the world.

## **Greenways/ Public access and Recreation**

PMV's greenway goal is to work cooperatively with agencies and stakeholders in developing municipal and regional trail systems and improving access along the North and Middle Arms. Typically greenways provide for connectivity, serve to protect ecological functions, create linear recreation opportunities and can offer public routes for alternative modes of transportation. Greenways refer to five feature components: major parks and open spaces, linear connections (natural, developed or urban pathways), staging areas, environmental conservation areas and water crossings. While the Port supports greenways in principle, the Port's ability to retain uninterrupted linkages between the upland, the foreshore waterlots and the River's main navigation channels for shipping will always be a critical issue.

As PMV is responsible for the use of the foreshore, the Port Plan is to take a lead role in advocating the importance of EDAS and the placement of continuous greenways and public viewpoints around areas of intensive industrial activity. Specifically PMV'S greenway policies for the North and Middle arms complement the goals of the Fraser River Estuary Recreation Plan which are to develop linear connections between Recreation Units and implement an estuary wide signage program and interpretative plan. They also build on and enhance the goal of identifying and mapping views from both the land and water. Additional work will be required to establish guidelines for the two key categories of views, those of the river and from the river, at regular and staged intervals.

## **Residential Areas**

The Port's residential areas also include water dependent uses such as floating homes. These residential uses are limited in number and have tended to be overlooked in the past. Although the Port's Letters Patent provides limited scope for dealing with floating homes at this time, there is a need for the Land Use Plan to address potential water oriented residential and mixed work-live developments, particularly in the Middle Arm. Similarly there is a need to address the existing nonconforming uses, such as live aboards in the Middle Arm.

## 5. Implementation

As a federal agency, PMV is responsible for overseeing the use and development of upland and water resources within its jurisdiction. The Port Plan is PMV's public commitment to actively guide and manage the long-term planning and development of its land and water resources. PMV has the responsibility of implementing the policy directions and initiatives outlined in the Port Metro Vancouver Land Use Plan. In doing so, PMV may need to undertake more detailed land use studies from time to time and participate in land use studies with host municipalities.

### Project Review Process

PMV has land use authority on the lands that it manages. As part of this land use authority, PMV has adopted a project review process to ensure that development meets applicable standards, minimizes environmental impacts and supports PMV's land use and environmental objectives. There are three components to PMV's Project Review Process: Planning Review, Environmental Review and Building Code Review. These components are designed to be comprehensive, yet flexible enough to respond to the unique circumstances of individual projects and proposals. A separate document entitled *A Guide to Project Review in Burrard Inlet, Fraser River, Pitt River and Roberts Bank* explains PMV's Project Review Process in detail and should be referred to by all parties considering a development project at PMV.

### Municipal Relations

PMV jurisdiction adjoins sixteen municipalities, with whom numerous areas of mutual interest and concern are shared. PMV strives to maintain open, cordial and effective inter-jurisdictional working relationships with the adjoining municipalities, as well as with Metro Vancouver and other governmental agencies with whom there are areas of mutual interest and concern. PMV also actively encourages municipal zoning of lands, adjacent to PMV lands, that is supportive of port-related and industrial uses.

### Monitoring the Plan

The Port Metro Vancouver Land Use Plan is intended to be flexible and receptive to new ideas and changing conditions. A Plan monitoring program will be set up as part of an implementation strategy. The Plan's progress will be monitored, evaluated and refined on an ongoing basis. The monitoring

and evaluation results will then be communicated to the public and interested parties through ongoing public involvement processes.

### **Amending the Plan**

Subsequent refinements to the Land Use Plan will be made by amendment when required. The vision, principles and goals of the Land Use Plan will be revisited every five years.

### **Continuing Public Involvement**

The Port recognizes the value of maintaining an active relationship with its neighbours and stakeholders and will establish ways of involving the public on an ongoing basis. Recognizing that public groups and individuals have many demands on their time, the Port will explore various options to both inform and involve people in land use planning issues, environmental policy and project reviews.

## 6. Glossary

**Aggregate:** Material, such as sand, gravel or slag, used in the construction industry.

**Bulk cargo:** Unpackaged goods shipped in bulk carriers.

**Break bulk cargo:** Generalized cargo that is not containerized but may be bundled into specific units. Typical break bulk cargos include goods such as lumber, steel, pulp and machinery.

**Canada Marine Act (CMA) 1998:** The Federal Act introduced to make the system of Canadian ports competitive, efficient and commercially oriented by providing for the establishment of port authorities and the divestiture of certain harbours and ports.

**Canadian Environmental Assessment Act (CEAA) 1992:** Establishes the federal environmental assessment process.

**Canadian Environmental Protection Act (CEPA) 1999:** Outlines legislation that seeks to prevent pollution and protect the environment and human health in order to contribute to sustainable development.

**Channel:** A primary shipping fairway that is marked with buoys and dredged to maintain depth within the harbour.

**Coastal shipping:** Shipping within B.C. coastal waters.

**Commodity:** A product having an economic value.

**Containers:** A single shipping unit measuring 20' x 8' x 8' that is used to contain bulk and break-bulk cargoes.

**Dry bulk cargo:** Dry cargo that is poured or placed into ships in bulk, such as grain, sulphur, coal and minerals.

**Estuary:** The delta formed at the mouth of a river where the river and ocean interact.

**Fee simple:** Land that is registered in a Provincial Land Title Office.

**Fill:** Material used to raise the level of land for flood control or construction purposes.

**Foreshore area:** Those lands located between the ordinary or mean high water mark and the ordinary or mean low water mark.

**High-water mark:** The highest tidal influence on the bank.

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

**Jurisdiction:** A defined area which a government or its agent is empowered to administer and regulate.

**Liquid Bulk Cargo:** Liquid cargo that is poured or pumped into ships such as crude petroleum, refined petroleum, edible oils and petrochemicals.

**Low-water mark:** The lowest tidal influence on the bank.

**Marine Terminal:** A wharf where vessels dock to receive and off-load cargo and include both deep sea terminals and non-deep sea terminals.

**Moorage:** A place where marine vessels can anchor or tie up.

**Navigation:** In the context of this plan, responsibility for navigation refers to the Port Authority's responsibility to ensure the effective and efficient movement of vessels within its jurisdiction.

**Roll-on/roll-off:** Cargo that is driven on and off a ship. Also, known as ro/ro cargo.

**Ship Chandlery:** A commercial business that supplies ships with provisions and supplies.

**Sand spoil:** An area used for the storage of sand.

**TEU:** The standard measurement for containers which stands for twenty foot equivalent units. Containers or 'boxes' can come in different sizes – 20 feet, 40 feet and 45 feet units. A forty foot container would equate to two TEUs.

**Throughput:** the movement of cargo and passengers through a marine terminal over a given period of time.

**Upland:** Land above the high-water mark.

**Value-added:** Carrying out procedures or services that add to the original value of a product.

**Water Lot:** A property that is wholly or partially covered by water.