

Land Use Plan Update

# **Phase 1 Stakeholder Workshops Summary**



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# 1. Phase 1 Stakeholder Workshops Summary

## 1.1 INTRODUCTION

This report describes the context, purpose, structure, and outcomes of five stakeholder workshops held in April and May 2012, as part of Phase 1 of Port Metro Vancouver's (PMV) Land Use Plan update process. The workshops were attended by more than 180 individuals representing 100 diverse government, industry, and community organizations.

The workshops focused on the following key themes:

	Workshop	Discussion Topics
1	Port Growth & Development	<ul style="list-style-type: none"><li>• Planning for increased capacity</li><li>• Future land and marine uses</li><li>• Managing Port growth more sustainably</li></ul>
2	Regional Land Use	<ul style="list-style-type: none"><li>• Future of industrial land</li><li>• Port impacts on agricultural lands</li><li>• Regional impacts of sea level rise</li></ul>
3	Local Communities	<ul style="list-style-type: none"><li>• Port interface with urban areas</li><li>• Port impacts on adjacent communities</li><li>• Public access to the waterfront</li></ul>
4	Environment	<ul style="list-style-type: none"><li>• Environmental challenges to Port growth</li><li>• Relevant external environmental initiatives</li><li>• Area Designations for the Fraser River</li></ul>
5	Transportation & Goods Movement	<ul style="list-style-type: none"><li>• Port industrial trends and transportation</li><li>• Future transportation constraints</li><li>• Moving goods more sustainably</li></ul>

This report is structured in two parts. This first part contains background information and overall summary findings from the workshops. The second part, or appendices, contains all data gathered from each of the five workshops.

## 1.2 PHASE 1 STAKEHOLDER WORKSHOPS

### .1 Workshop Context

#### a) The Canada Marine Act requires the Port to have a Land Use Plan

The Canada Marine Act requires each Canada Port Authority to have a land use plan that contains objectives and policies for the physical development of the property it manages. Port Metro Vancouver's current Land Use Plan is a compilation of three separate plans from each of the region's former Port Authorities that amalgamated in 2008 to form Port Metro Vancouver.

#### b) The new Land Use Plan will help implement the Port's new strategic vision

Port Metro Vancouver recently completed a strategic visioning initiative called Port 2050. During this year-long initiative, we engaged with over 80 individuals representing industry, government, and local communities. A key outcome of Port 2050 was a new vision for Port Metro Vancouver:

*To be the most efficient and sustainable Gateway for the customers we serve, benefiting communities locally and across the nation*

As one of our first steps towards implementing this new vision, we are updating the current Land Use Plan.

#### c) We are undertaking a two-year process to update the Land Use Plan

We have embarked on a two-year process to update the Land Use Plan. During this period, we are seeking input from stakeholders, customers, First Nations, and members of the public. This first phase of our process provides opportunities for participants to share their knowledge and help identify topics that matter most as we move forward in updating the Plan.



#### d) We have 6 objectives for the new Land Use Plan

We want our new Land Use Plan to be a relevant and useful document for all the audiences it serves. Our specific objectives for the Plan include to:

- Guide the physical development of the Port;
- Provide direction to Port staff when reviewing development proposals;
- Assist tenants and customers in identifying areas to locate or expand their operations and investments;
- Facilitate coordination of land use and transportation planning with external agencies;
- Provide neighbouring residents with greater clarity about activities and uses that may occur on Port lands; and,
- Communicate the Port's intentions of growing in an environmentally, economically and socially responsible manner.

## e) The Port's Letters Patent describe the scope of a Land Use Plan

The Port's Letters Patent, issued by the Federal Minister of Transport, identifies specific uses the Port can consider for the lands and water we manage.

Under the Letters Patent, we are generally able to accommodate uses and activities in support of shipping and navigation. Specifically, we are permitted to allow uses related to transportation of passengers and goods, handling, storage and manufacturing of goods for users of the port, and marine transportation services. In addition, we can also consider public uses such as parks, utilities, and bridges.

Residential uses are not permitted on Port lands, with the exception of float homes in the Fraser River or employee accommodation connected to port-related commercial or industrial operations. Retail, restaurant, and office uses are only permitted if they are in support of the local tourism industry and limited to certain areas of our jurisdiction. In all cases, uses must not compromise the ability of the Port to support shipping and navigation over the long term.

## .2 Purpose of the Workshops

The objectives of the Phase 1 workshops were to:

- Present and gather comments on our current information;
- Gather new and additional information for each workshop theme; and,
- Identify top issues and questions for policy to address.

The workshops were held at the times and locations described in the table below:

	Workshop	Date	Location
1	Port Growth & Development	April 18, 2012 9am – 12pm	Sheraton Vancouver Guildford Surrey
2	Regional Land Use	April 23, 2012 9am – 12pm	River Rock Casino Richmond
3	Local Communities	April 25, 2012 9am – 12pm	Inn at the Quay New Westminster
4	Environment	May 2, 2012 9am – 12pm	Pinnacle at the Pier North Vancouver
5	Transportation & Goods Movement	May 8, 2012 9am – 12pm	Pan Pacific Hotel Vancouver

### .3 Structure of the Workshops

Each of the three-hour workshops followed the same agenda:

- 9:00 Welcome & Introductory Presentation
- 9:30 Discussion Groups Round 1
- 10:15 Plenary
- 10:30 Break
- 10:45 Discussion Groups Round 2
- 11:30 Plenary
- 11:45 Comment Sheet (except Workshop 3)
- Noon Close

#### a) Introductory Presentations

For each of the workshops, Port staff presented information about Port Metro Vancouver in general and additional information pertaining to the workshop theme.

#### b) Round 1 Discussions

For each workshop, attendees sat at round tables of up to 8 people. For the first round of discussions, attendees, with the aid of a table facilitator, used thematic maps, sticky notes, and markers to answer the following questions:

- Do you have information that would add to our current understanding of the topics presented?
- What additional topics or information should we be considering?
- How could such information be used to inform the Land Use Plan? Why?

Facilitators asked participants to silently brainstorm answers to the questions for a few minutes. Then, table participants presented their top three ideas to each other. The facilitators helped participants to group ideas into themes, and reported back on the top themes to the whole workshop during plenary time.

#### c) Round 2 Discussions

After a break attendees, with the aid of a table facilitator, used flipchart paper, sticky notes, and markers to answer two questions specific to the workshop theme. These questions are included in the appendices. As with the previous small group activity, facilitators asked participants to silently brainstorm present their top 3 ideas, cluster ideas into themes, and report back to the whole workshop during plenary time.

#### d) Comment Sheet

Comment sheets were used at the end of the workshops, except Workshop 3: Local Communities. The purpose of the comment sheets was to gather additional information about participants and pose a final theme-related question.

## 1.3 HOW WE WILL USE THIS INFORMATION

Information gathered at stakeholder workshops helps us identify data sources and information gaps. It also helps us understand how our stakeholders and partners would use the updated Land Use Plan. After learning more about stakeholder interests in Port land and marine areas, our next step is to prioritize the directions, conduct additional research, and specifically define the scope (goals and principles) of the Plan.

In August we will begin Phase 2 of this process, and we will use information gathered from stakeholder workshops and public open houses to develop goals, principles, and draft policies for the Land Use Plan.

## 2. What we heard

Several themes emerged from the workshops:

1. Use existing lands efficiently and intensively
2. Balance competing land uses
3. Protect the environment and habitat areas
4. Improve transportation and supply-chain efficiencies
5. Engage and communicate effectively
6. Develop greater coordination and collaboration

### 2.1 USE EXISTING LANDS EFFICIENTLY AND INTENSIVELY

Many participants commented that the Port should use its current land base efficiently and optimally before seeking to acquire new land. Stakeholders questioned the need for the Port to grow, and suggested that non-port use of Port lands be reduced to minimize the amount of land acquisition required. Related to this direction is a perceived need to increase the efficiency of the whole goods movement system and to increase the intensity of Port land use (e.g. evaluate location of tenants, consider off-peak movement, examine different modes). There is concern that there is limited land in the region for all desired uses, so by increasing efficiency the need for land acquisition may be negated.

### 2.2 BALANCE COMPETING LAND USES

Several participants commented on the conflicting needs of industrial, residential, and agricultural land uses. In particular, fragmentation of the agricultural land base leads to the loss of economies of scale in agricultural production. Agricultural land offers habitat and wildlife values. Several participants also noted that the Port must respect community values that have been articulated through planning processes (e.g. urban containment boundary in the Regional Growth Strategy). Other comments expressed that the Port should not be allowed to purchase land that is in the Agricultural Land Reserve (ALR), or only purchase it when all other options have been exhausted.

Some stakeholders suggested ways to make Port use of agricultural land more acceptable. Ideas included incorporating urban farms into the industrial use of the land and allowing “clean” industries on the land, so that the land could be returned to agricultural use in the future. If agricultural land must be used for industrial purposes, the least productive land should be selected. Some participants suggested that the ALR boundaries should be reviewed to make sure that all land in the ALR is worth farming.

A key challenge identified in maintaining a viable industrial land base is the cost of the land in the Lower Mainland. Optimizing and intensifying the use of existing Port lands would effectively increase the supply. Remediating brownfield sites could also increase the supply of industrial land. One participant suggested the establishment of an “Industrial Land Reserve” as a possible solution. Changing the nature of the industry to be more “value added” could also reduce the demand for industrial land.

## 2.3 PROTECT THE ENVIRONMENT AND HABITAT AREAS

Many participants expressed concern about potential habitat impacts of port operations, noting that such impacts can be irreversible. Habitats of particular concern include fisheries and migratory bird routes. Habitat may be impacted by contamination, air quality, dredging, shoreline erosion, and sea level rise. Some felt that habitat compensation efforts may not be adequately monitored. Several participants noted that the cumulative effects of operations must be considered, and baseline studies, regular monitoring, and reporting should be made available.

## 2.4 IMPROVE TRANSPORTATION AND SUPPLY-CHAIN EFFICIENCIES

Identified issues and priorities relating to transportation include: truck traffic on regional roads, rail capacity and coordination, river access, short sea shipping opportunities, the limits of infrastructure on current capacity, and the need for increased coordination among users. Various infrastructure improvements were suggested for truck traffic, rail transportation, and marine transport. In relation to active and public transportation, some participants expressed a desire for public access to waterfront, grade separation, passenger rail, and supporting port employees to use alternative transportation to commute to work.

## 2.5 ENGAGE AND COMMUNICATE EFFECTIVELY

Clear communication and meaningful engagement with the public and all stakeholders were identified as a key to the success of this land use plan. The residential/industrial interface issue was highlighted by many participants as something that will be important to address in the plan and needs to be discussed broadly. The Port needs to be transparent and accountable. This theme is closely linked to the theme of cooperation and collaboration.

## 2.6 DEVELOP GREATER COORDINATION AND COLLABORATION

Cooperation and collaboration with government and non-government agencies, including municipalities, Metro Vancouver, the provincial ministries, federal departments, First Nations, and other ports will create more harmonized policies and plans and help to create buy-in for the Port's land use plan. In particular, planning for transportation, emergencies, and environmental protection requires inter-agency cooperation. The relationship between the Port and local governments could be improved through increased engagement and communication.



### 3. Summary of Stakeholder Participation

#### 3.1 PARTICIPATION SUMMARY

We began the Land Use Plan Update process by sending announcements to over 1,000 stakeholders. All were invited to participate in this process. Those who responded (and even some who did not) were invited to attend the stakeholder workshops.

Attendees represented community associations, environmental groups, industry associations, railways, municipalities, provincial agencies, regional agencies, federal agencies, MLA offices, tenants, and customers.

A total of 180 individuals attended one or more of the five workshops representing over 100 organizations.

	Workshop	Number of Participants
1	Port Growth and Development	56
2	Regional Land Use	51
3	Local Communities	39
4	Environment	52
5	Transportation and Goods Movement	56
	<b>Total:</b>	<b>254</b>

#### 3.2 ALPHABETICAL LIST OF PARTICIPANT ORGANIZATIONS

The following organizations were represented at the workshops:

- ADESA Auctions Vancouver
- Against Port Expansion (APE) Community Group
- Ashcroft Terminal
- BC Ministry of Community, Sport & Cultural Development
- BC Ministry of Environment
- BC Ministry of Jobs, Tourism and Innovation
- BC Ministry of Transportation and Infrastructure, Pacific Gateway Branch
- BC Nature (Federation of BC Naturalists)
- BC Trucking Association
- BC Waterfowl Society
- Burrard Inlet Environmental Action Program (BIEAP) and the Fraser River Estuary
- Management Program (FREMP)
- BNSF Railway
- Boundary Bay Conservation Society
- Burrard Yacht Club
- Burrardview Community Association
- Canadian Fertilizer Institute
- Canadian International Freight Forwarders Association
- Canadian Marine Environment Protection Society/Marine Life Sanctuaries Society of BC
- Canadian Wildlife Service
- Canpotex Ltd.
- Catalyst Paper
- City of Burnaby
- City of Coquitlam
- City of New Westminster
- City of North Vancouver
- City of Pitt Meadows
- City of Port Coquitlam
- City of Port Moody
- City of Richmond
- City of Surrey
- City of Vancouver
- City Transfer
- CN Rail
- Coast 2000
- Corporation of Delta
- Delta Farmers' Institute
- Delta Naturalists
- District of North Vancouver
- DP World Vancouver
- Emerson Real Estate Group
- Environment Canada
- Fisheries and Oceans Canada
- Forrest Marine Ltd.
- Fraser River Coalition

- Fraser River Pile and Dredge
- Fraser Surrey Docks
- Georgia Strait Alliance
- Guy Gentner, MLA, Delta North
- High Water Ventures Ltd.
- Hwlitsum First Nation
- International Longshore and Warehouse Union (ILWU)
- Imperial Paving Ltd.
- Interfor (International Forest Products Ltd.)
- Kinder Morgan Canada
- Kingfisher Docks and Boats
- Ladner Sediment Group
- Lafarge Canada Inc.
- Lehigh Hanson Materials Ltd.
- Linwood Homes Ltd.
- Manitoulin Transport
- Metro Vancouver
- Mill & Timber
- Ministry of Foreign Affairs / International Trade
- Neptune Bulk Terminals
- New Westminster Chamber of Commerce
- Norgate Park Community Association
- North Shore Waterfront Liaison Committee
- Pacific Coast Terminals
- Pacific Reload
- Pacific Salmon Foundation
- Pacific Spirit Park Society (PSPS)
- Pacific Streamkeepers Federation
- Rabbit River Farms
- Reed Point Marina Ltd.
- Richardson International Ltd.
- Save Our Shores Society
- Seaspan Marine Corporation
- Shato Holdings Ltd.
- South Fraser Action Network
- Southern Railway of BC
- Surrey Environmental Partners
- Teck Coal Ltd.
- Teck Resources Ltd.
- TELUS
- Township of Langley
- TransLink
- Transport Canada
- TSI Terminal Systems Inc.
- Univar Canada
- Vancouver Airport Pipeline Opposition for Richmond (VAPOR)
- Vancouver Natural History Society (Nature Vancouver)
- Vicki Huntington, MLA, Delta South
- Village of Ashcroft
- Viterra
- West Coast Reduction Ltd.
- Western Transportation Advisory Council (WESTAC)
- Western Stevedoring
- Westshore Terminals
- Wharf Street Committee
- Wreck Beach Preservation Society
- WWL Vehicle Services Canada Ltd.