

TO: CITY MANAGER 2004 September 08
FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: PL 90500-01
PL 31000-04

SUBJECT: DRAFT VANCOUVER PORT AUTHORITY *PORT PLAN*

PURPOSE: To update Council on the draft Vancouver Port Authority *Port Plan*.

RECOMMENDATION:

1. **THAT** a copy of this report be forwarded to the Vancouver Port Authority, Burrard Inlet Environmental Action Program, and the Burnaby Parks, Recreation and Culture Commission.

REPORT

1.0 BACKGROUND

The Vancouver Port Authority is in the process of updating its port land use plan, under the name Port Plan. City staff attended a public Open House in June, 2003 and met with Port staff in early 2004 to highlight key issues of concern to the City. Issues included environmental protection, recreational access to the waterfront, and relationship with the neighbouring communities.

The Port has now prepared a draft Port Plan, which is being presented at a series of public open houses in September, 2004, including an open house on September 20, 4:00- 8:00 p.m., at the Accents Inn, 3777 Henning Drive, Burnaby. The following report reviews the content of the draft Port Plan and highlights issues of concern to the City.

2.0 DRAFT PORT PLAN CONTENT

The mission of the Port of Vancouver is *to facilitate and expand the movement of cargo and passengers through the Port of Vancouver in the best interests of Canadians* . The stated intent of the Port Plan is as *a guiding document for the ongoing development and utilization of Port lands*. The plan divides the waterfront into a series of Planning Areas, including Area 5 - Burnaby Waterfront. For each plan area, the Plan provides a map designating use for all waterlots, as either "Port and Marine Use" or "Park Areas" (see *attachment*).

The Port Plan outlines the Port's intent and initiatives for each planning area. The intent for the Burnaby 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.* The two initiatives outlined in the Plan are to:

- *prepare a detailed land use plan and development strategy for the Berry Point site; and to*
- *work with petroleum terminal operators to identify options for increasing terminal capacity as required.*

3.0 CITY ISSUES RELATED TO THE DRAFT PORT PLAN

In staff's review of the plan, a number of issues have been raised.

Port Use Designations

While most of the Port water lot designations are consistent and compatible with City upland planning, the following areas should be revisited:

- a) Lands between Barnet Marine Park and Petro-Canada, north of the Barnet Highway are within the City Park Acquisition Plan. Such long-term upland use, suggests that the adjacent water lots should also reflect park or conservation purposes rather than port and marine use. This designation would support the fact that the water lots have been the site of environmental compensation works in the past. Staff recommend that the Port update the Planning Area 5 Map to show the park acquisition sites, as well as the full planned extent of Barnet Marine Park and Burnaby Mountain Conservation Area (the map misses some existing Park lots, and some lots that are part of the park acquisition program). City staff will provide the Port with detailed lot by lot mapping to clarify these land uses.
- b) The draft Port Plan designates Berry Point entirely for port and marine use. As noted in previous discussions with the Port, this site should also accommodate parks and environmental uses (see comments below).
- c) The City's Official Community Plan contains the long-term vision of Shellburn lands being converted to residential / community use. This potential future land use should be reflected in the Plan and may affect future water lot designations.

Berry Point

The Port Plan designates Berry Point for long-term “Port and Marine Use”. The Port includes an initiative for the Port to *prepare a detailed land use plan and development strategy for the Berry Point site*. The Plan notes that the site *will be examined for long-term port uses*.

The City agrees that a detailed land use plan should be completed, and notes that it must be a collaborative effort, in order to accommodate both Port and City goals and requirements. While the land is owned by the Port, it relies on servicing and transportation connections through the City. In the past, the City has communicated to the Port that any land use plan must consider public access, park space, environmental enhancements, as well as noise, transportation and aesthetic issues. Residents have a strong desire to access the waterfront and formal provision should be made to prevent potential land use conflicts.

Between 1997 and 2001, the City sought to negotiate purchase of Berry Point for park use. However, no agreement could be reached, as the two parties strongly differed on issues of price, site remediation, site stabilization, and areas to be acquired. Therefore, Berry Point remains in Port ownership. As such, a detailed land use plan must address how it can sensitively occur to ensure compatibility with existing land uses and other City objectives for the site.

Community and Recreational Planning Issues


The draft Port Plan focuses predominantly on industrial land use, and as such only briefly mentions recreational and residential areas. City staff believe that more attention should be placed on how to ensure compatibility of these uses with industrial Port uses. For example, water-based recreational use of the Port continues to grow and the Plan should show how and where this can occur while minimizing conflicts with industrial users. Sections in the Plan describing marine uses focus on industrial users, but should also explicitly mention recreational users, such as kayaking, boating, water skiing, etc. Similarly, sections discussing neighbouring communities would be strengthened by noting the public desire to access the water. City staff will provide the Port with information on upland recreational routes, trails, and viewpoints.

The Future Scope of Petroleum Exports

The Port Plan notes that *anticipated growth in petroleum exports may require terminal operators to examine their capacity limits in future years*. The City notes that for many years, there have been agreed-upon limits on through-put at the one remaining refinery on the Burnaby waterfront - Chevron. While Terasen (Trans-Mountain), Petro Canada and Shell are also users of the Burrard Inlet shoreline, growth in petroleum-related activities along the foreshore is something that would need to be comprehensively reviewed by the City.

4.0 CONCLUSIONS

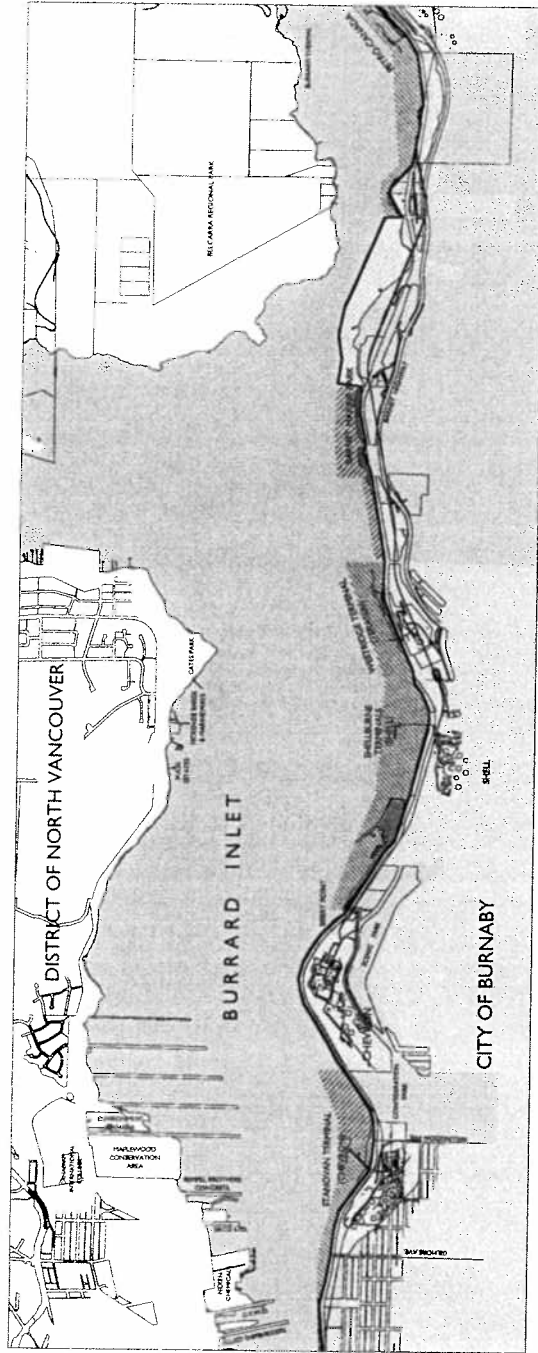
Vancouver Port is a significant economic hub for the Lower Mainland. The Draft Port Plan outlines a long-term strategy for sustaining the Port clients, users, and land base. However, the Plan also acknowledges that *the Port provides public benefits that go beyond economic viability and include environmental stewardship, conservation, parks and public access to the water.* Staff trust that the comments within this Council report can assist the Port in strengthening the Plan. The City will continue to work with the Vancouver Port Authority through the Port Plan process, detailed land use planning for Berry Point, and Burrard Inlet Environmental Action Program to promote compatible and effective use of the foreshore areas.


for J.S. Belhouse, Director
PLANNING AND BUILDING





RW/sa/jc
Attachment

cc: Director Engineering
Director Parks, Recreation & Cultural Services




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PORT USE

-  Port and Marine Use (Land/Water)
-  Park Areas (Land/Water)
-  Port Water Areas
-  VPA Property Line

ADJACENT USE

-  Industrial (Land)
-  Open Space and Parks (Land/Water)
-  Residential (Land)

