



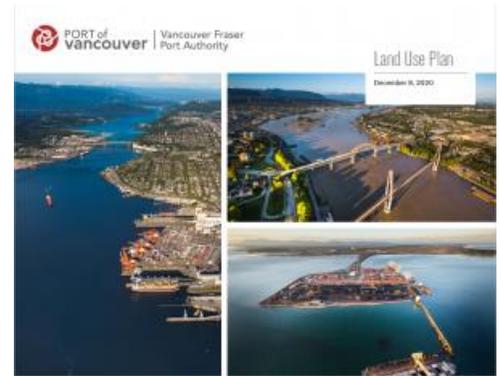
VANCOUVER FRASER PORT AUTHORITY LAND USE PLAN

SPRING 2022

(SOURCE: <https://www.portvancouver.com/land/land-use-planning/>)

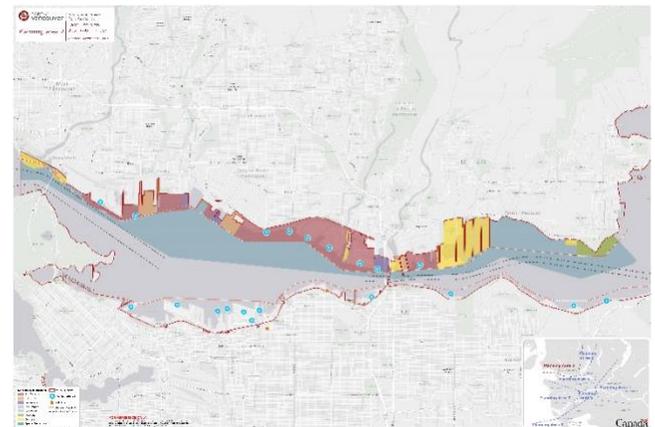
The port authority is responsible for Canada's largest port, and needs to carefully balance multiple priorities and interests across its jurisdiction.

Similar to a municipality's official community plan, the port authority's **Land Use Plan** describes the long-term land use policy directions and framework to guide existing and future development of the lands and waters it manages for the next 15 to 20 years. Read the document **here**.



Land Use Planning Area 2: Burrard Inlet North Shore

Lands and waters within the port authority's jurisdiction are organized into seven planning areas based on geography and port-related activities. The proposed project is located in Planning Area 2: Burrard Inlet North Shore.



Planning Area 2 area extends from the southeast area of Ambleside Park in West Vancouver to Cates Park/Whey-ah-Wichen in the District of North Vancouver. It borders the District of West Vancouver, the City of North Vancouver, the District of North Vancouver, and the reserve lands of the Squamish and Tsleil-Waututh Nations.

This area is a critical export gateway to the Asia-Pacific region and supports export-based industries, including agriculture, forestry, mining and manufacturing in British Columbia and across Canada.

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Land Use Plan Designations

The port authority's land use plan has eight designations. These include designations that relate to both land and marine uses. Each designation has a list of primary and ancillary uses.

1. Port terminal
2. Industrial
3. Commercial
4. Log storage and barge moorage
5. Recreation
6. Conservation
7. Port water
8. Special study area

Land Use Designations Specific to this Proposed Project

The land use designation for the area leased by Vancouver Drydock and the location of the proposed expansion is 'Industrial'. This is shown in orange on the graphic.

The land use designation to the east of Seaspan's lease areas is 'Port terminal'. This is shown in red.

The designation to the west is 'Commercial' and is shown in purple.

The primary and secondary uses for these three areas are detailed below. To find more information on all port authority land use plan designations, please review **page 51 of the plan**.



■ Port terminal

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

■ Industrial

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

■ Commercial

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

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seaspan
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