

these proposals can only be developed within the framework of total metropolitan needs, which this report assesses. The following points are established:

- . Port. After 1975 there will be a need for bulk loading facilities outside Burrard Inlet. The development of general cargo facilities along the south-western shores has been discounted, as this would only detract from the present function of Burrard Inlet and New Westminster.
- . Industry. With a total industrial land supply of 48,000 acres, only 7,400 of which are presently used, there is no need to add to the industrial land supply. Of the 6,200 new industrial acres that will be needed in the metropolitan area between now and the year 2000, about 2,700 acres will be in waterfront sites on about 20 miles of shoreline, most of it along the south-western shoreline where there are still over 50 miles of vacant and available industrial waterfrontage.
- . Recreation. Thirty miles of additional beach frontage will be needed by the turn of the century, at least 20 miles of it along the south-western shores. Demands for small craft moorage will more than double by 1985, and most of the 450 acres needed will have to be satisfied along the western edge of the southwestern shores.
- . Wildlife. The south-western shoreline supports over 1 million migratory birds, and some 100,000 to 200,000 wintering birds each year, emphasizing the need to retain as much of this area as possible for wildlife. Foreshore herring and smelt spawning areas should also be retained to avoid harm to the commercial and sports fishery. Further chemical, bacterial, and thermal pollution of the Fraser River must be avoided if the Fraser salmon runs are to be maintained and expanded.
- . Transportation. Rail, road, ferry, airport, and log dumping requirements must also be accommodated in part by the resources of the south-west sector. Because of easy grades, railways are a traditional shoreline user, a practice which should now be avoided in all but industrial and port areas, especially where reasonable alternatives exist. Additional ferry terminal facilities will become necessary, and would logically be located at the extreme western end of the region. Airport runway extensions will be needed to the west of Sea Island. In serving the Fraser River sawmills, there is a need for a log dumping area close to fresh water storage areas.
- . Urban. With the vast supply of urban land in the region, there is no need to reclaim land for housing or urban development in the south-western sector.

Allocation. With assessments of existing features and future demands complete, policies can now be developed for best allocating our south-western shoreline resources. The allocation process, discussed fully in the report, considers the multi-faceted physical, locational, climatic, present use, and future demand aspects of our shoreline areas as the basis for the allocations shown on the next page.