



City of Port Moody

Report/Recommendation to Council

Date: April 28, 2026
Submitted by: Community Development Department – Policy Planning Division
Subject: Notification of *Metro 2050* Land Use Designation Amendment Request – North 256 Street Industrial Lands Area Plan, City of Maple Ridge

Purpose

To present an invitation for comments from Metro Vancouver regarding a proposed Type 2 amendment to *Metro 2050*, the regional growth strategy, from the City of Maple Ridge to amend the regional land use designation from Rural and Industrial to Industrial and Conservation and Recreation and expand the Urban Containment Boundary to accommodate a light industrial hub.

Recommended Resolution(s)

THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1451, 2026, as recommended in the report dated April 28, 2026, from the Community Development Department – Policy Planning Division regarding Notification of *Metro 2050* Land Use Designation Amendment Request – North 256 Street Industrial Lands Area Plan, City of Maple Ridge.

Background

At its March 27, 2026, regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) passed the following resolutions:

“THAT the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Maple Ridge’s requested amendment from Rural and Industrial to Industrial and Conservation and Recreation for the North 256 Street Industrial Lands Area Plan and to expand the Urban Containment Boundary as described in the report dated February 12, 2026, titled “Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1451, 2026 – City of Maple Ridge (North 256 Street Industrial Lands Area Plan)”;*
- b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1451, 2026”;*

- c) notify affected local governments and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of Metro 2050; and*
- d) direct staff to notify local First Nations via referral offices to provide an opportunity for comment on the proposed amendment.”*

The notification letter detailing the invitation for written comment from Metro Vancouver, which includes a link to the associated report considered by the Metro Vancouver Board of Directors (pg. 262), is included as **Attachment 1**.

Discussion

The City of Maple Ridge is requesting a Type 2 amendment to *Metro 2050* regarding the regional land use designations within its North 256 Street Industrial Lands Area Plan. Totalling 301 hectares (ha), the subject area is comprised of numerous properties. It contains steep terrain and environmental features and is bordered by Rural and Agricultural lands to the south and by Conservation and Recreation lands to the east, north, and west.

Primary access to the subject area is provided by 256 Street, with Alouette Road serving the western portion, and 128 Avenue and Katonien Street serving the southeast area (Kanaka Business Park). There is no transit service, and municipal servicing is limited.

The subject area's current regional land use designation is roughly half Industrial, and the proposed amendment would re-designate the lands to primarily Industrial with some Conservation and Recreation. The subject area is not contiguous to the Urban Containment Boundary (UCB), which is also proposed to be expanded to encompass the majority of the site.

The proposed amendment is intended to accommodate a light industrial hub. The subject area already contains existing industrial operations (e.g., gravel extraction, institutional operations like correctional and training facilities, a newer business park, etc.). The Metro Vancouver staff report notes that the City of Maple Ridge has highlighted that industrial lands have long been intended for this area as indicated through various municipal industrial and employment lands studies.

The regional planning analysis conducted by Metro Vancouver staff concluded that, on balance, the proposed amendment is supportable. Metro Vancouver staff also noted in their report several trade-offs that were highlighted for consideration by Metro Vancouver's Board of Directors.

Metro Vancouver staff outlined that the proposed amendment would:

- add 198 net hectares of Industrial designated lands, expanding the regional supply and supporting long-term economic resilience;
- add 79 hectares of Conservation and Recreation lands, securing mature forested areas that provide ecological services and establishing a buffer between industrial and adjacent rural or agricultural lands; and
- apply Area Plan Development Permit Area (DPA) guidelines to address industrial land edge planning, interface design, buffering, tree planting, and wildfire resilience.

And identified the following challenges:

- The expansion of the UCB in an area that is not contiguous to the current urban area or transit service will increase pressure on infrastructure.
- The redesignation of 222ha of Rural lands to Industrial will potentially increase speculation to convert Rural lands elsewhere in the region, and *Metro 2050* stipulates that Rural lands are not intended to be an Urban Reserve.
- There will be regional tree canopy target and ecosystem connectivity loss as with any conversion of Rural lands to Industrial uses.
- The area’s location is far from transit, cycling, walking, and current goods movement infrastructure, and is susceptible to natural hazards, requiring significant infrastructure investment.

Municipal Benefits

Metro Vancouver staff’s report notes the long-term benefits that the North 256 Street Industrial Lands Area Plan will provide to the City of Maple Ridge and the surrounding region by creating new local employment opportunities and attracting diverse light-industrial businesses. By increasing the supply of industrial land, the plan supports economic growth, encourages business investment, and helps address industrial-land shortages. It is further noted that the plan incorporates environmental protection, transportation and infrastructure upgrades, etc. to balance the impacts of the proposed economic development.

A summary of Metro Vancouver staff comments regarding how the proposed amendment relates to *Metro 2050* goals is provided in Table 1.

Table 1: Summary of the proposed amendment in relation to *Metro 2050* goals

<i>Metro 2050</i> Goals and Metro Vancouver Staff Comments
<p>Goal 1: Create a Compact Urban Area</p> <p><i>Consideration 1: Contain urban development within in the Urban Containment Boundary (UCB)</i></p> <ul style="list-style-type: none"> • The proposed amendment would not contain urban development within the existing UCB, and it seeks to expand the UCB into a new area not contiguous with the existing boundary. • There are existing regionally designated Industrial lands (and uses) in this area, however, additional development would require the expansion of infrastructure and public services. <p><i>Consideration 2: Focus growth in Urban Centres and Frequent Transit Development Areas</i></p> <ul style="list-style-type: none"> • The proposed amendment would not focus employment growth within established Urban Centres (UC) or Frequent Transit Development Areas. The subject area is located approx. 4km away from the closest UC. <p><i>Consideration 3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities</i></p> <ul style="list-style-type: none"> • The proposed amendment could contribute to a more complete community by supporting local jobs. Increasing the number for residents working in their community could strengthen daily activity patterns and potentially reduce long commuting distances.

Consideration 4: Protect Rural lands from urban development

- Rural lands are intended to protect the existing character, landscapes, and environmental qualities of rural communities and are not intended for future urban development. The conversion of Rural lands of this scale (222 ha) into Industrial lands does not meet this objective and could encourage speculation on other Rural lands.

Goal 2: Support a Sustainable Regional Economy

Consideration 1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

- The proposed amendment would support a diverse regional economy in that it would increase the land supply for industrial activities, which tend to generate high-quality, skilled jobs that pay above-average wages.
- Metro Vancouver staff note that industrial expansion to support economic development and job creation has long been a focus for the City of Maple Ridge, as demonstrated in the City's Commercial & Industrial Strategy (2014) and its Economic Development Strategy (2021), as well as through the advancement of planning and studies for existing industrial areas in the UCB (i.e., Yennadon Lands and Albion area).

Consideration 2: Protect the supply and enhance the efficient use of industrial land

- The proposed amendment would increase regionally-designated Industrial land by 198 ha, equivalent to about a 2.5% increase for the region. Although slopes and environmental conditions will limit the total developable area, consolidating these lands under a single, contiguous Industrial designation would improve long-term industrial land efficiency.
- Creating a contiguous industrial area would enhance the viability of sites already planned for, used, or operating as industrial in this location, and formalizing these existing and emerging industrial activities within a coherent Industrial designation provides greater certainty for businesses, supports further investment, and enables more efficient servicing and infrastructure planning over time.
- The proposed amendment will enable expanded and intensified industrial uses near existing residential, agricultural, conservation, recreational, and institutional uses. To mitigate potential land use conflicts, the City of Maple Ridge has proposed a Conservation and Recreation buffer at the southwest of the site and prepared Development Permit Area (DPA) guidelines covering industry land edge planning, interface design, buffering and tree planting.

Consideration 3: Protect the supply of agricultural land and strengthen agricultural viability

- This amendment may negatively impact agricultural viability through transportation and interface issues. All three current access roads to this area run through agricultural land in the Agricultural Land Reserve and the amendment would bring Industrial land into contact with Agricultural land to the south.
- Interface issues may be mitigated by the design guidelines detailed in Goal 2, Consideration 2, Bullet 3.

Goal 3: Protect the Environment and Respond to Climate Change and Respond to Natural Hazards

Consideration 1: Protect and enhance Conservation and Recreation lands

- The proposed amendment would increase Conservation and Recreation designated lands, which convey important and complex ecosystem services, by 79 ha.

Consideration 2: Protect, enhance, restore, and connect ecosystems

- The approximately 60 ha of Rural lands proposed to be re-designated to Industrial also contain ecosystems, mostly forests, with moderate importance to regional ecosystem connectivity. If these lands were fully developed for industry, it would likely result in a net loss of ecosystems, despite the additional Conservation and Recreation designated lands.
- Over the long term, development of the subject area will likely result in regional tree canopy cover loss, as the plan targets only 10 percent canopy.

Consideration 3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

- The proposed amendment presents challenges in advancing *Metro 2050* objectives related to low-carbon land use patterns, as expanding development into previously undeveloped areas will likely reduce the region's long-term capacity for carbon storage, as forested lands currently act as carbon sinks that help moderate emissions.

Consideration 4: Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

- The area is susceptible to wildfires, riverine flooding, and landslides, which may increase due to more frequent and heavier rain associated with climate change.
- According to the City of Maple Ridge, significant infrastructure improvements, such as sewer, water, drainage, and road enhancements, would be required to support the proposed land use changes.
- Expanding industrial activities into an area with these existing hazard conditions may therefore be less favourable from a regional resilience perspective, as it could increase exposure to climate-related risks and necessitate higher long-term mitigation and adaptation costs.
- It is noted that the Area Plan DPA guidelines do include consideration of fire protection, wildfire resilience, and developing near slopes and waterways.

Goal 5: Support Sustainable Transportation Choices

Consideration 1: Supporting sustainable transportation options

- This amendment would not support sustainable transportation options. The area is located far from major transportation corridors and has limited active transportation infrastructure.
- TransLink has no current plans to extend transit services to this area and it will likely remain highly car-dependent well into the future.

Consideration 2: Supporting efficient movement of goods and services

- Industrial uses here may face challenges for goods movement and truck access. Local roads have constrained rights-of-way and some intersections are currently challenging for truck movements.
- The City of Maple Ridge has identified road network enhancements, including extending Abernethy Way to 256 Street, upgrading intersections, and building new internal roads.

Staff Analysis

Metro Vancouver staff have conducted an in-depth regional planning analysis, assessing the proposed amendment in relation to *Metro 2050's* goals, strategies, and policies. Key considerations include the benefits and positive impacts that can be generated by the expansion of Industrial and Conservation and Recreation lands, the locational challenges as they relate to access, infrastructure, servicing, etc., and attributes that may be less aligned with components of the regional growth strategy. Metro Vancouver staff have concluded that although they are important trade-offs to consider, on balance, the proposed amendment is supportable in its current form.

For these reasons, City of Port Moody staff have not identified any objections to provide to the Metro Vancouver Board of Directors on the proposed regional land use designation amendment request from the City of Maple Ridge.

Other Option(s)

THAT the following comments be provided to the Metro Vancouver Regional Board:
<insert comments>.

Financial Implications

There are no financial implications associated with the recommendation in this report.

Communications and Public Engagement Initiatives

There are no communications or public engagement initiatives associated with the recommendation in this report.

Council Strategic Plan Goals

This is an initiative that affects the City of Maple Ridge, and as such is not relevant to the Port Moody Council Strategic Plan (2023-2026).

Attachment(s)

1. Notification Letter from Metro Vancouver dated March 30, 2026 – Maple Ridge.

Report Author

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Report Approval Details

Document Title:	Notification of Metro 2050 Land Use Designation Amendment Request – North 256 Street Industrial Lands Area Plan.docx
Attachments:	- Attachment 1 - Notification Letter from Metro Vancouver dated March 30, 2026 - Maple Ridge.pdf
Final Approval Date:	Apr 16, 2026

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli, Manager of Policy Planning, for Suzanne Smith, General Manager of Community Development - Apr 14, 2026

Paul Rockwood, General Manager of Finance and Technology - Apr 15, 2026

Anna Mathewson, City Manager - Apr 16, 2026