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**To:** Planning Committee **Date:** April 13, 2026  
**From:** Wayne Craig **File:** 01-0157-30-  
General Manager, Planning and Development RGST1/2025-Vol 01  
**Re:** **Response to Metro Vancouver’s Referral: Metro 2050 Regional Growth  
Strategy Amendment Proposed by the City of Maple Ridge for the North 256  
Street Industrial Lands Area Plan**

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### Staff Recommendation

That the report titled “Response to Metro Vancouver’s Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Maple Ridge for the North 256 Street Industrial Lands Area Plan”, dated April 13, 2026 from the General Manager, Planning and Development, be submitted to the Metro Vancouver Regional District Board as part of Metro Vancouver’s consultation process.

#### Executive Summary

The Metro Vancouver Regional District (MVRD) Board has initiated a Type 2 amendment to the Metro 2050 Regional Growth Strategy in response to the City of Maple Ridge’s North 256 Street Industrial Lands Area Plan. In order to expand existing industrial lands, the proposed amendment would:

- reduce Rural-designated lands by 277 hectares;
- increase Industrial-designated lands by 198 net hectares; and,
- increase Conservation and Recreation-designated lands by 79 hectares.

Staff conclude that it has limited land use impacts to the City of Richmond but may have servicing cost implications, including potential impacts to regional Development Cost Charges, that are not known at this time. As noted in the Metro Vancouver staff report, the proposal involves trade-offs related to the Urban Containment Boundary, environmental impacts and infrastructure needs. The proposal would contribute to regional economic development by adding industrial land in a constrained market, supporting Maple Ridge’s employment growth and business investment. The proposed inclusion of additional Conservation and Recreation lands and development permit guidelines aim to mitigate environmental impacts and manage land use interfaces. Staff recommend that this report be submitted to the MVRD Board as part of Metro Vancouver’s consultation process.

## Staff Report

### Origin

The Metro Vancouver Regional District (MVRD) Board has initiated a process to consider amending the Metro 2050 Regional Growth Strategy (RGS), in relation to a request from the City of Maple Ridge for the North 256 Street Industrial Lands Area Plan. The North 256 Street Industrial Lands Area Plan received third reading from the City of Maple Ridge Council in January 2026 and was referred to Metro Vancouver for consideration and approval, forming the basis of this proposed amendment.

At its March 27, 2026 regular meeting, the Board of Directors of the MVRD adopted the following resolution:

*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 City of Maple Ridge's requested amendment to the Metro 2050 RGS involves the following:

- re-designate the land use designation for the site from Rural and Industrial lands to Industrial and Conservation and Recreation; and
- expand the Urban Containment Boundary (UCB) to accommodate a light industrial area.

As part of Metro Vancouver's notification process, the City of Richmond has been invited to provide written comments on the proposed amendments on or before May 18, 2026 (refer to Attachment 1 for the Metro Vancouver letter and accompanying report). This review focusses on potential impacts to the City of Richmond, and regional land use and infrastructure planning objectives.

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

*Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

*Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.*

### **Analysis**

The proposed amendment is a Type 2 amendment to the Metro 2050 RGS, which requires that the amendment bylaw be passed by an affirmative two-thirds weighted vote of the MVRD Board.

#### Information about the Proposed Amendment within the North 256 Street Industrial Lands Area (City of Maple Ridge)

The subject area is 301 ha (744 ac.) and accommodates a range of existing industrial uses, including gravel extraction and aggregate processing, institutional operations such as correctional and training facilities, various resource-based or rural industrial activities, and a newer industrial business park in the southeastern portion. Approximately half of the area is already designated Industrial under Metro 2050, and most of it falls within the Fraser Sewerage Area.

Should the Metro 2050 amendment proceed and the MVRD Board determine that the area is eligible for sewer service, the City of Maple Ridge would then be required to apply to the Greater Vancouver Sewerage & Drainage District (GVS&DD) Board for an amendment to the Fraser Sewerage Area. At that stage, detailed engineering information will be necessary to support a formal assessment of the impacts in regional sewer services.

The area is primarily accessed via 256 Street, with access to the westerly portion via Alouette Road, and the south-east area (i.e., Kanaka Business Park) by 128 Avenue and Katonien Street. Land ownership is mixed, with parcels held by the City of Maple Ridge, the Province, and private owners. The site is also characterized by variable sloping terrain. Surrounding land uses include:

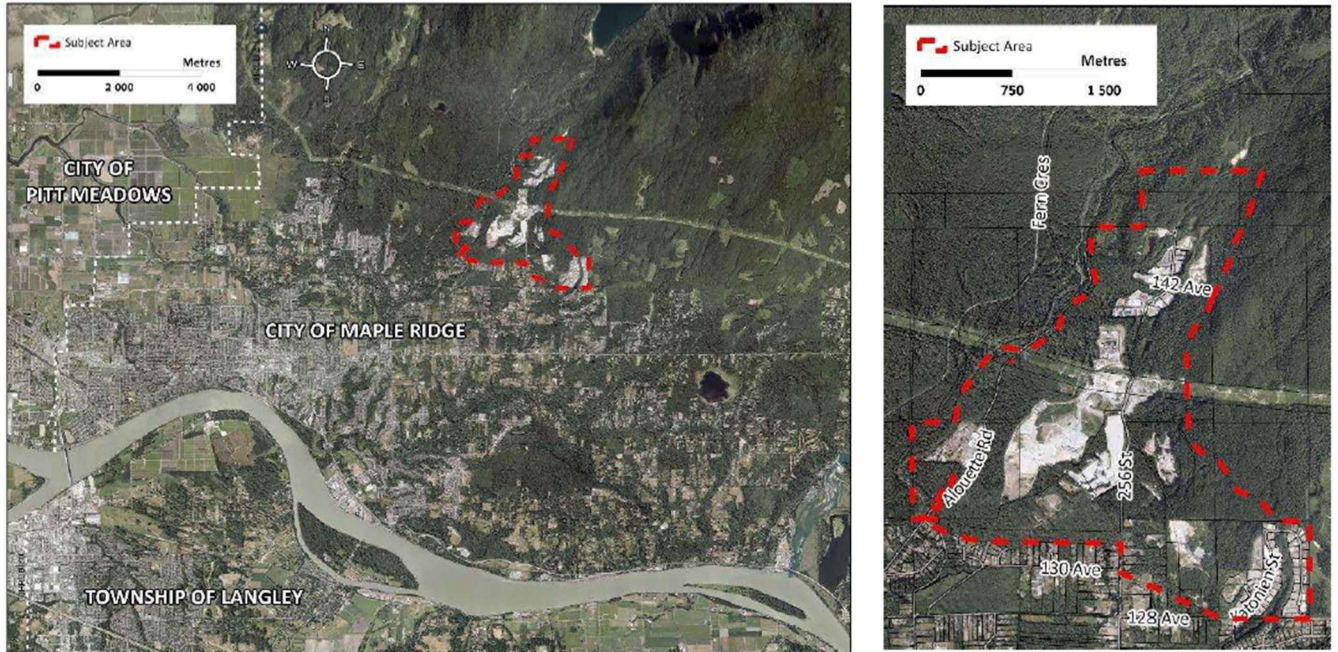
- Rural and Agricultural designated lands to the south; and
- Conservation and Recreation designated lands to the east, north, and west.

The proposed amendment would advance the new North 256 Street Industrial Lands Area Plan, which has long been contemplated by the City of Maple Ridge. The overall vision for the area plan is to facilitate a new, modern, light industrial area that accommodates new business and employment growth in the community. Since the site borders sensitive environmental and agricultural areas, Maple Ridge has proposed an Area Plan Development Permit Area (DPA) guidelines to address industrial land edge planning, interface design, buffering, tree planting, and wildfire resilience.

The proposed regional land use amendments within the subject site would:

- reduce Rural-designated lands by 277 ha (684 ac.);
- increase Industrial-designated lands by 198 net ha (489 ac.); and
- increase Conservation and Recreation-designated lands by 79 ha (195 ac.).

*Figure 1 - Location Map and Surrounding Context*



Summary of the Metro 2050 RGS Amendment at the North 256 Street Industrial Lands Area (City of Maple Ridge)

The proposed amendment to the Metro 2050 RGS is to re-designate the existing Rural and Industrial lands to Industrial and Conservation and Recreation and expand the UCB to accommodate this light industrial area. The proposed amendment is part of the new North 256 Street Industrial Lands Area Plan to expand industrial lands in the city and the region. Refer to Figure 2 and Figure 3 for maps of the subject site showing the existing and proposed amendments to the Metro 2050 RGS.

If the MVRD Board gives final approval and adopts the bylaw amendment, then the City of Maple Ridge would need to apply to the GVS&DD Board to expand the regional sewerage area.

Figure 2 – Existing Metro 2050 RGS

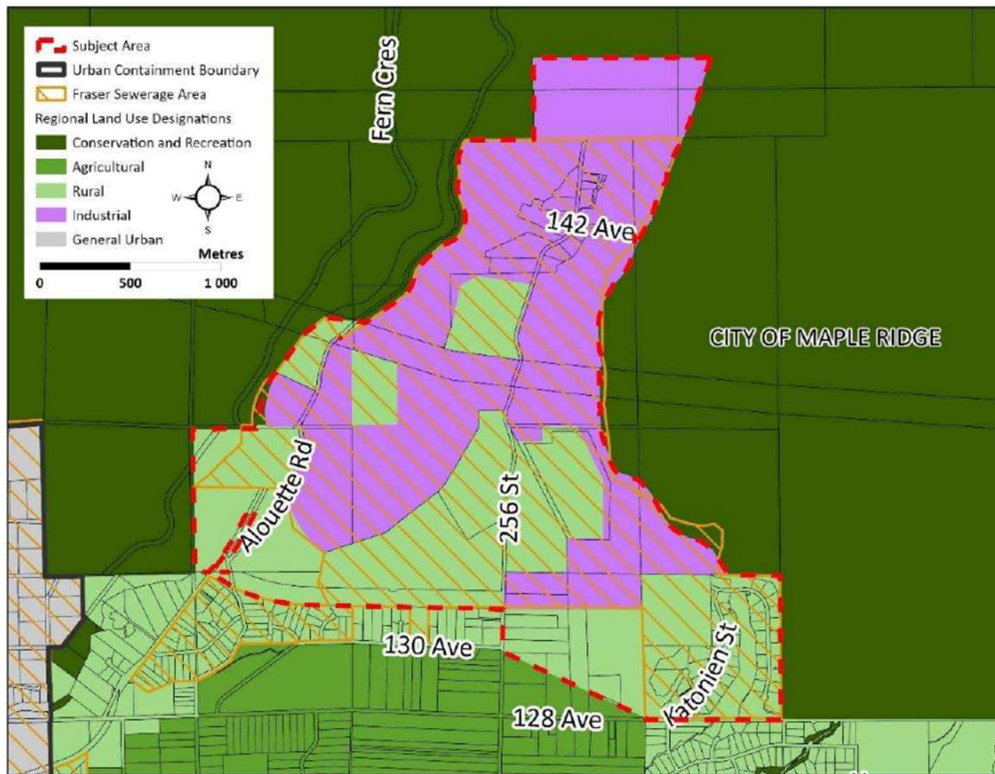
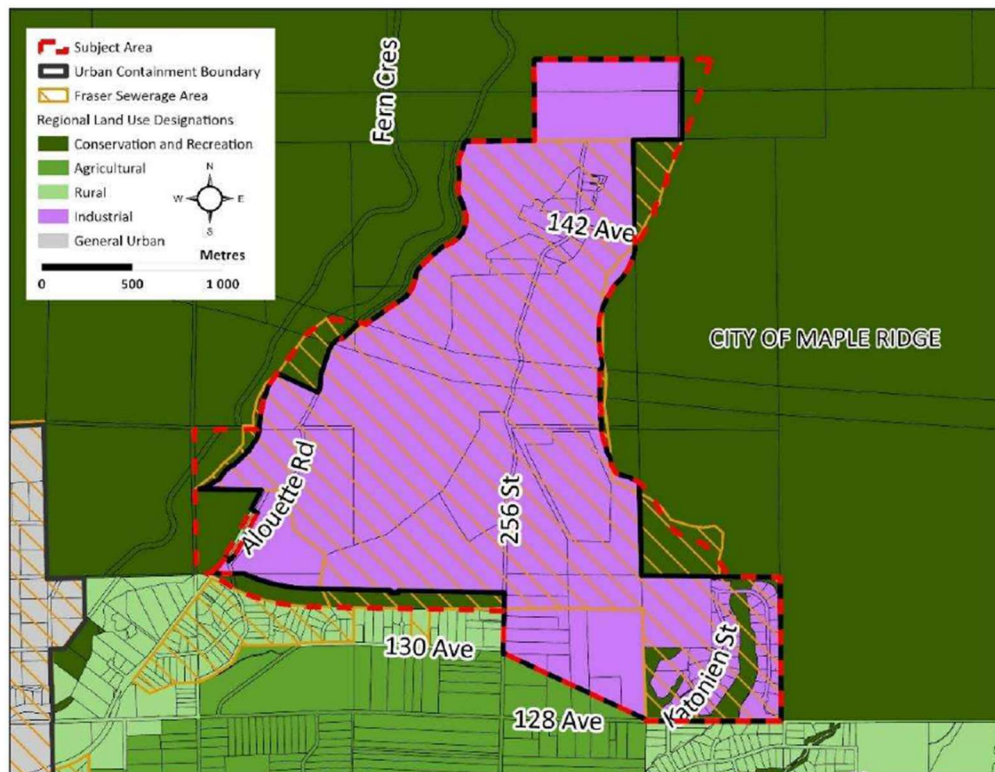


Figure 3 – Proposed Amendments to Metro 2050 RGS



A summary of the regional land use assessment contained in Metro Vancouver's report is as follows:

- The proposed amendment would advance the North 256 Street Industrial Lands Area Plan, which was given third reading by Maple Ridge Council and referred to Metro Vancouver for consideration. The new Plan would provide Maple Ridge and the surrounding region with employment opportunities and expansion of 198 net ha (489 ac.) of industrial designated lands with hopes to attract business investments.
- The proposal supports local jobs and a more complete community, but conflicts with Metro 2050 by expanding the UCB into an area not contiguous with the existing boundary, undermining urban growth concentration and rural land protection. The subject area is also located approximately 4 km away from the Maple Ridge city centre, resulting in infrastructure upgrades and reliance on private vehicles.
- The amendment supports a diverse regional economy by expanding industrial land, enabling more high-quality local jobs and supporting Maple Ridge's economic development strategies. It also adds 198 ha. (489 ac.) of industrial land supply. While slopes and environmental conditions can be a challenge, coherent industrial designation will support more coordinated site planning and greater certainty for businesses. The proposed DPA guidelines aim to address edge planning due to intensified industrial uses near existing residential, agricultural, conservation, recreational, and institutional uses.
- The proposal increases 79 ha. (195 ac.) of Conservation and Recreation designated lands with valuable ecosystem services. However, reduction in tree canopy and related impacts to existing ecosystems in the 277 ha (684 ac.) area proposed to be redesignated to Industrial is anticipated. The Metro Vancouver report suggests additional development planning to protect and support ecosystems and mitigate loss of tree canopy in this area.
- The land use designation change presents challenges to climate goals identified in the Metro 2050 RGS by decreasing carbon storage capacity and supporting land use patterns that result in more intensive carbon emission development practices and supporting transportation and servicing infrastructure.

#### City of Richmond Comments on the Proposed Metro 2050 RGS Amendment

City staff have reviewed Metro Vancouver's staff report and conclude that it has limited land use impacts to the City of Richmond. As outlined in the Metro Vancouver staff report, the amendment would contribute to regional economic development by adding industrial land in a constrained market, supporting Maple Ridge's employment growth and business investment. The proposed inclusion of additional Conservation and Recreation lands and development permit guidelines aim to mitigate environmental impacts and manage land use interfaces.

The proposal does involve trade-offs related to the UCB, environmental impacts and infrastructure needs. The primary growth management tool in Metro 2050 is the UCB which is designed to encourage densification of urban growth in compact, transit-oriented communities, while also protecting industrial and agricultural land. Metro 2050 reinforces the UCB by limiting the extension of regional sewerage services outside of the UCB.

The implications for regional servicing, including sewer extensions, have not yet been assessed in terms of the land base impacted, nor the potential servicing and cost implications for utilities, transit and other urban services. Metro Vancouver would need to provide clarity around how any

servicing costs associated with adjusting the GVS&DD boundary would be determined and allocated. Although this assessment would be determined following MVRD Board adoption of the RGS amendment and prior to consideration by the GVS&DD to expand the Fraser Sewerage Area, it would be helpful to know the full infrastructure cost implications prior to any amendment to Metro 2050. Any additional servicing costs may impact regional Development Cost Charges, especially GVS&DD as a portion of east Richmond is located within the Fraser Sewerage Area.

Staff recommend that this report be submitted to the MVRD Board as part of Metro Vancouver's consultation process.

### **Budgetary Implications**

None

### **Conclusion**

Metro Vancouver has provided information on a proposed amendment to the Metro 2050 Regional Growth Strategy (RGS) in relation to a request from the City of Maple Ridge for the area located in the North 256 Street Industrial Lands Area Plan to amend the regional land use designation from Rural and Industrial lands to Industrial and Conservation and Recreation and expand the UCB to accommodate a light industrial hub.

Staff conclude that the proposal has limited land use impacts to the City of Richmond but may have servicing cost implications, including potential impacts to regional Development Cost Charges, that are not known at this time. As indicated in the Metro Vancouver staff report, the proposal would contribute to regional economic development by adding industrial land in a constrained market, supporting Maple Ridge's employment growth and business investment. The proposed inclusion of additional Conservation and Recreation lands and development permit guidelines aim to mitigate environmental impacts and manage land use interfaces. Staff recommend that this report be submitted to the MVRD Board as part of Metro Vancouver's consultation process.

Respectfully submitted,

John Hopkins, Director, Policy Planning

### **Report Contributors**

This report was prepared by Emily Huang, Planner 2 and reviewed by Engineering.

Endorsed by Serena Lusk, CAO

Att. 1: Metro Vancouver Staff Report



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To: Regional Planning Committee

From: Laurel Cowan, Division Manager, Regional Land Use Planning and Policy, and  
Charles Pan, Senior Policy and Planning Analyst, Regional Planning and Housing Services

Date: February 12, 2026 Meeting Date: March 5, 2026

Subject: **Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1451, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

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### RECOMMENDATION

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.
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### EXECUTIVE SUMMARY

The City of Maple Ridge is requesting a Type 2 amendment to *Metro 2050* for the North 256 Street Industrial Lands Area Plan (Reference 1). The proposed amendment would re-designate Rural and Industrial lands to Industrial and Conservation and Recreation and expand the Urban Containment Boundary to accommodate a light industrial hub. Roughly half of the subject area is already designated Industrial within *Metro 2050*, and the majority of the subject area is already within the Fraser Sewerage Area. The area contains existing industrial operations and the City notes that industrial lands have long been intended for this area through various industrial and employment lands studies.

The MVRD Board has an important role as the steward of a broad set of issues that must be considered from a regional perspective. This role means that the amendment request is considered in terms of the long-term implications for the whole region, and in particular in the context of the broader intent of *Metro 2050*, the regional growth strategy, which is to guide the development of the region in an affordable, healthy and livable manner that supports the efficient provision of transportation, regional infrastructure and community services. Therefore, while the proposal conveys benefits to the municipality, Metro Vancouver analysis is obligated to consider consistency of the proposed amendment with *Metro 2050*.

Regional Planning analysis concludes that, on balance, the proposed amendment is supportable, however, it does involve several trade-offs that are important for MVRD Board consideration.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026

Page 2 of 12

The proposal would:

- Add 198 net hectares of Industrial designated lands, expanding the regional supply of industrial lands 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.
- Apply Area Plan Development Permit Area (DPA) guidelines to address industrial land edge planning, interface design, buffering, tree planting, and wildfire resilience (Reference 2).

Challenges include:

- The expansion of the Urban Containment Boundary in an area that is not contiguous to the current urban area or transit service will increase pressure on infrastructure.
- The area's location is susceptible to natural hazards, requiring significant infrastructure investment.
- The redesignation of 222 ha 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 requested *Metro 2050* Type 2 amendment bylaw requires adoption through an affirmative two-thirds weighted vote of the MVRD Board.

## **PURPOSE**

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Maple Ridge's request to amend *Metro 2050* to accommodate a light industrial hub through a Type 2 Regional Growth Strategy amendment.

## **BACKGROUND**

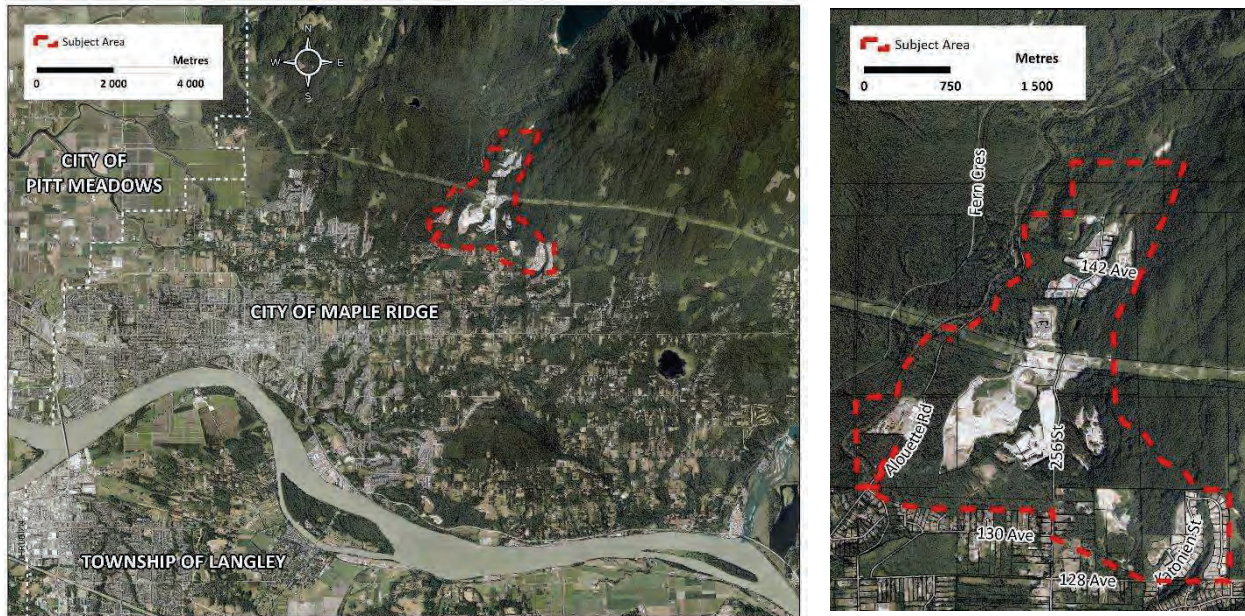
On January 27, 2026, City of Maple Ridge Council passed a resolution requesting that the MVRD Board consider a Type 2 Amendment to *Metro 2050* to amend regional land use designations within the North 256 Street Industrial Lands Area Plan from Rural or Industrial to Industrial or Conservation and Recreation and to expand the Urban Containment Boundary (**Attachment 1**). On January 28, 2026, Metro Vancouver received the City of Maple Ridge's request to consider the proposed Regional Growth Strategy amendment.

## **SITE CONTEXT**

The City of Maple Ridge has been considering expanding industrial uses in this area since at least 2016. The subject area currently hosts a range of existing industrial land uses, including: gravel extraction and aggregate processing, institutional operations like correctional and training facilities, various resource or rural industrial uses, and a newer industrial business park in the southeastern portion. Land ownership is mixed, with parcels held by the City, the Province and private landowners.

The area 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 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.

**Figure 1**  
*Site and Municipal Context*



The subject area is currently designated as a mixture of Industrial, Industrial Reserve, Rural Resource, and Institutional in the City’s Official Community Plan (OCP) and zoned for various Agricultural, Industrial, and Institutional zones, as well as Single Detached (Medium Density) Urban Residential, in the City’s Zoning Bylaw. The current regional land use designations in *Metro 2050* are Rural and Industrial. The area borders the Agricultural Land Reserve to the south. Additional site information is provided in Table 1 and the City of Maple Ridge staff report (**Attachment 2**).

**Table 1**  
*Existing Area Description*

<b>Area Size</b>	301 hectares (744 acres)
<b>Area Location</b>	Along 256 Street, north of 128 Avenue
<b>Current <i>Metro 2050</i> Regional Land Use Designations</b>	Rural Industrial
<b>Current City OCP Designations</b>	Rural Resource Industrial Reserve Institutional Conservation
<b>Current Zoning</b>	A-1 Small Holding Agricultural A-2 Upland Agricultural M-2 General Industrial M-4 Extraction Industrial P-3 Children’s Institutional P-5 Corrections and Rehabilitation P-6 Civic RS-2 Single Detached (Medium Density) Urban Residential
<b>Within the Urban Containment Boundary</b>	No
<b>In the Agricultural Land Reserve</b>	No, but borders it
<b>In the Fraser Sewerage Area</b>	Mostly

Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)

Regional Planning Committee Regular Meeting Date: March 5, 2026

**PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT**

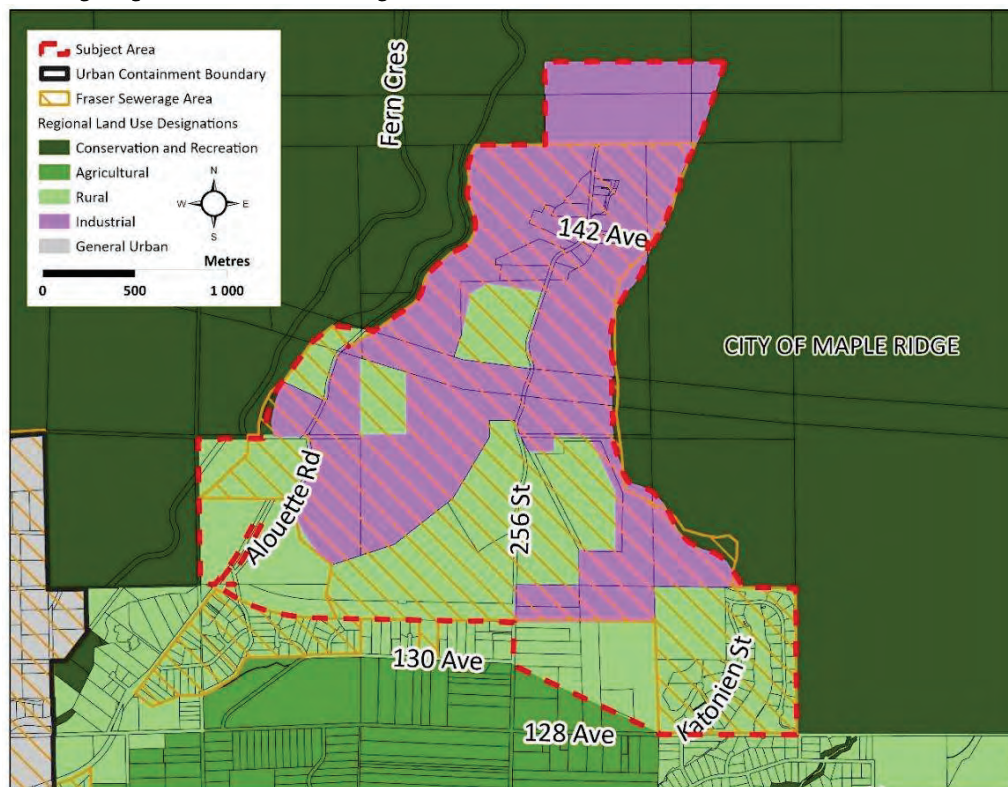
The amendment proposes multiple changes to the regional land use designations within the subject area that would:

- Reduce Rural-designated lands by 277 ha,
- Increase Industrial-designated lands by 198 ha on net, and
- Increase Conservation and Recreation-designated lands by 79 ha.

The amendment would also extend the Urban Containment Boundary to include all the Industrial-designated lands in the area as well as a small portion of Conservation and Recreation lands. Per *Metro 2050* policy 6.3.3 a) and c), this is a Type 2 amendment as it proposes moving the Urban Containment Boundary and involves re-designating Rural lands to Industrial. The proposed land use changes are outlined in Table 2.

**Figure 2**

*Existing Regional Land Use Designations*

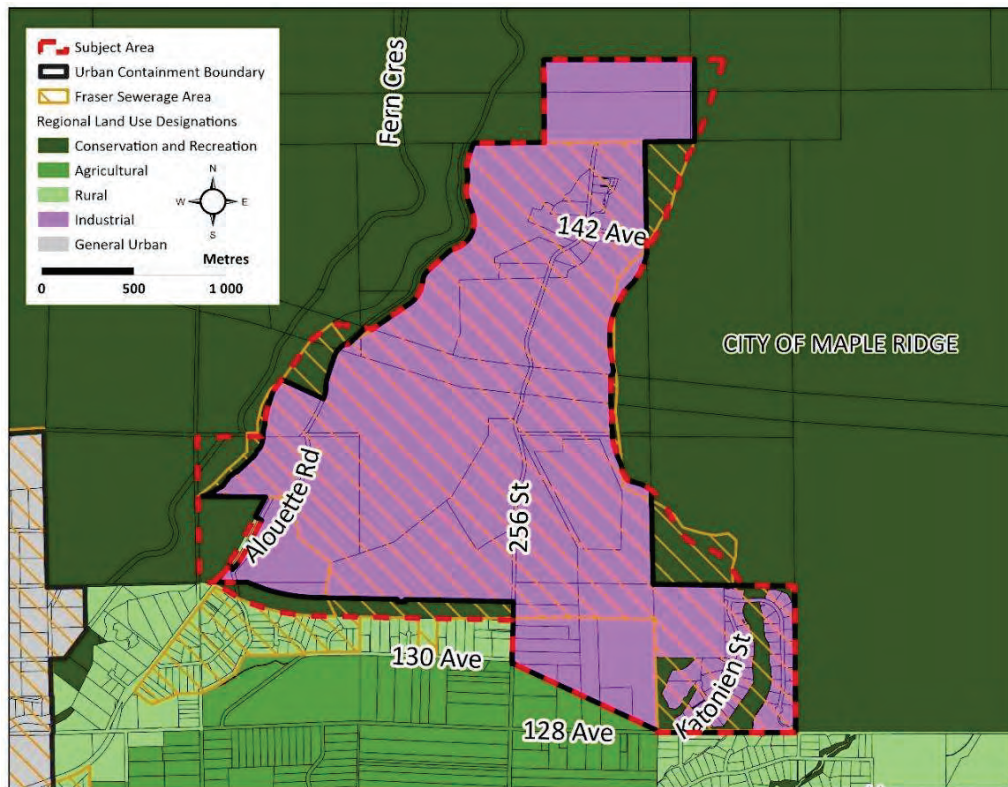


Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)

Regional Planning Committee Regular Meeting Date: March 5, 2026

**Figure 3**

*Proposed Regional Land Use Designations*



**Table 2**

*Proposed Site Designations*

	<b>Current</b>	<b>Proposed</b>
<b>Metro 2050</b>	Rural Industrial Not in Urban Containment Boundary	Industrial Conservation and Recreation Add into Urban Containment Boundary
<b>OCP</b>	Rural Resource Industrial Reserve Institutional Conservation	Industrial Institutional Park Forest
<b>Zoning</b>	A-1 Small Holding Agricultural A-2 Upland Agricultural M-2 General Industrial M-4 Extraction Industrial P-3 Children’s Institutional P-5 Corrections and Rehabilitation P-6 Civic RS-2 Single Detached (Medium Density) Urban Residential	[The proposal does not include any rezonings]

The proposal would amend the City of Maple Ridge’s OCP for the subject area. The City of Maple Ridge can only adopt the proposed OCP amendment after the MVRD Board approves the corresponding *Metro 2050* amendment given the change of regional land use designations being requested.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026

Page 6 of 12

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## **REGIONAL PLANNING ANALYSIS**

The City of Maple Ridge's proposed *Metro 2050* amendment has been assessed in relation to the applicable *Metro 2050* goals and policies. The intent of the assessment is to identify any potential regional planning implications and the regional significance of the proposed land use changes with respect to *Metro 2050*, not to duplicate the municipal planning process.

### **Municipal Benefits**

The North 256 Street Industrial Lands Area Plan will provide Maple Ridge and the surrounding region with long-term benefits 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. At the same time, the plan incorporates environmental protections, transportation and infrastructure upgrades, and thoughtful land-use design to balance economic development with conservation and improved connectivity.

### **Alignment with Metro 2050**

#### **Goal 1: Create a Compact Urban Area**

Goal 1 of *Metro 2050* includes strategies to concentrate urban development within the Urban Containment Boundary and to direct the majority of growth to Urban Centres and along transit corridors, to support the development of resilient, healthy, connected, and complete communities with a range of services and amenities.

#### Consideration 1: Contain urban development within the Urban Containment Boundary

This proposal would not contain urban development within the existing Urban Containment Boundary (UCB) as it seeks to expand the UCB into a new area not contiguous with the existing boundary. Although there are already Industrial land use designations and existing uses in the area additional development in this location would require the expansion of infrastructure and public services including road and transportation upgrades, and utilities.

#### Consideration 2: Focus growth in Urban Centres and Frequent Transit Development Areas

This amendment would not focus employment growth within established Urban Centres or Frequent Transit Development Areas (FTDAs). The area is located approximately four kilometres away from the closest Urban Centre, the Maple Ridge Regional City Centre.

#### Consideration 3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

The amendment could contribute to a more complete community by supporting local jobs. In Maple Ridge, the number of people who leave the city for work is roughly 2.5 times higher than those who work in the City (18,030 vs. 7,345), according to the 2021 census. By increasing the number of residents who are able to work within their own municipality, the amendment would help 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.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026

Page 7 of 12

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**Goal 2: Support a Sustainable Regional Economy**

Goal 2 of *Metro 2050* includes strategies to promote land development patterns that support a diverse regional economy. This includes protecting and enhancing the region's supply of industrial and agricultural lands while supporting employment opportunities close to where people live.

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

This 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, and support more jobs in the Maple Ridge area. The City has long been focused on industrial expansion to support economic development and jobs. In 2014, the City's *Commercial & Industrial Strategy* outlined the need to expand existing industrial lands, which was reiterated in the 2021 *Economic Development Strategy*. The City has advanced area planning and studies for existing industrial areas within the Urban Containment Boundary, such as the Yennandon lands and Albion area, and is now exploring opportunities to expand existing industrial lands in the 256 St Industrial area.

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

The amendment would increase regionally-designated Industrial land by 198 hectares, equivalent to about a 2.5 per cent 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. A larger, more unified industrial area enables opportunities for lot consolidation, co-location of complementary activities, and more coordinated site planning.

In addition, creating a contiguous industrial area would enhance the viability of sites already planned, used, or operating as industrial in this location. 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. Generally, sloped lands are not ideal for industrial uses; however, given the context of the City, slope and environmental constraints are a challenge in many locations, including the Yennandon lands and Albion areas that are within the existing Urban Containment Boundary. The City is aware that Industrial development anywhere in the city will require careful site planning to address and mitigate issues.

The 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 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. Abernethy Way, a major east-west route to the southeast of this area, is being planned to extend east to 256 Street to support these industrial lands and would likely also run through agricultural lands. Moreover, this amendment would bring Industrial land in contact with Agricultural land to the south, although these interface impacts may be mitigated by the guidelines mentioned above.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026

Page 8 of 12

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

Goal 3 of *Metro 2050* includes strategies to protect, enhance, restore, and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts.

Consideration 1: Protect and enhance Conservation and Recreation lands

The amendment would increase Conservation and Recreation designated lands by 79 ha. These areas contain mature forest ecosystems that provide ecosystem services such as rainwater absorption, flood control, cooling, carbon sequestration and storage, and mental and physical health benefits.

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

About 60 ha of the 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 lands 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. To reduce the impact to regional ecosystem connectivity, more detailed development planning could explore opportunities to protect ecosystems on site.

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

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. As a result, the proposal presents challenges in advancing Metro 2050 objectives related to low-carbon land use patterns.

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, 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. However, 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**

Goal 5 of *Metro 2050* includes strategies that encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods, and services.

Consideration 1: Supporting sustainable transportation options

This amendment would not support sustainable transportation options. The area is located far from major transportation corridors, and the nearest transit service is approximately two kilometres away. Active transportation infrastructure is also limited: the closest painted bike lane is two kilometres from the site, few homes are within walking distance, and most local roads lack sidewalks.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026

Page 9 of 12

TransLink has no current plans to extend transit service to this area, and while the Area Plan indicates that the City will engage with TransLink, any improvements remain uncertain given the site's peripheral location, funding constraints, and other regional priorities. As a result, transportation to and from the area would likely remain highly car-dependent well into the future.

Consideration 2: Supporting efficient movement of goods and services

While 256 Street is not subject to truck travel restrictions, the subject area is about three kilometres away from the Major Road Network and about six kilometres away from the closest rail and navigable waters. Local roads have constrained rights-of-way and some intersections are currently challenging for truck movements. Industrial uses here may face challenges for goods movement and truck access.

The City has identified road network enhancements, including extending Abernethy Way to 256 Street, upgrading intersections, and building new internal roads.

**Regional Planning Analysis Summary**

Although there are important trade-offs to consider, on balance, the proposed amendment is supportable in its current form. The proposal would:

- Add 198 net hectares of Industrial designated lands to support the region's aim to enhance industrial areas and support local jobs and economic resilience.
- Add 79 hectares of Conservation and Recreation lands to support the protection of mature forest ecosystems and provide a buffer between Industrial uses.
- Apply Development Permit Area (DPA) guidelines to address industrial land edge planning, interface design, buffering and tree planting.

Challenges include:

- The expansion of the Urban Containment Boundary in an area that is not contiguous to the current urban area or transit service will increase pressure on infrastructure
- The conversion of Rural lands, including significant forested areas, will impact regional tree canopy targets and ecosystem connectivity and potentially increase speculation of Rural lands elsewhere in the City or region.
- The area's location is far from transit, cycling, walking, and current goods movement infrastructure and is susceptible to wildfires, riverine flooding, and landslides, requiring significant infrastructure investment.

**IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES**

Below is a summary of anticipated impacts on Metro Vancouver's utilities.

Liquid Waste Services (GVS&DD)

Based on the primarily industrial land use assumptions from the OCP Amendment and *Metro 2050*, the high-level forecasted increase in wastewater flows is anticipated to impose additional hydraulic loading on the available conveyance and pumping capacities of the South Slope Interceptor and the Golden Ears Pump Station. At a system-wide planning scale, these incremental flows will also influence the design capacity of the future Northwest Langley Wastewater Treatment Plant.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026

Page 10 of 12

Should the *Metro 2050* amendment proceed and the MVRD Board determine that the area is eligible for sewer service, the City of Maple Ridge would then be required to apply to the GVS&DD Board for an amendment to the Fraser Sewerage Area. At that stage, detailed engineering information will be necessary to support a formal assessment of the impacts on regional sewer services. Following the sewerage area amendment, the City of Maple Ridge would then need to submit an application to Metro Vancouver Liquid Waste Services to extend the regional sewer system.

To support coordinated infrastructure planning, Maple Ridge staff are encouraged to consult regularly with Metro Vancouver’s Utility Analysis team, ensuring that any required regional system upgrades can be implemented in time to accommodate the projected increases in flows.

Water Services (GVWD)

The proposed North 256 Street Industrial Lands Area Plan development would ultimately be supplied by GVWD’s Maple Ridge Reservoir via the City of Maple Ridge’s 248 Street Pump Station and municipal distribution system. Without the projected water demand from the development, Metro Vancouver staff are unable to comment on the effect on GVWD’s transmission system.

**REGIONAL CONTEXT STATEMENT**

An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change and amended Urban Containment Boundary is required from the City of Maple Ridge prior to final adoption of the amendment bylaw. On January 27, 2026, the City of Maple Ridge Council approved a resolution to authorize staff to submit an updated RCS reflecting the proposed amendments. It is expected that the City will submit the updated RCS for consideration of acceptance if the MVRD Board chooses to initiate the proposed amendment process for *Metro 2050* and gives 1st, 2nd and 3rd readings to the *Metro 2050* amendment bylaw. The updated RCS will then be considered alongside the final adoption of the amendment bylaw. This process is in alignment with *Metro 2050* and its associated implementation guidelines. Once received, Metro Vancouver has 120 days to accept or not accept the RCS as per the *Local Government Act*.

**NEXT STEPS**

If the Type 2 amendment is initiated and the associated bylaw receives an affirmative two-thirds weighted vote of the MVRD Board at first, second, and third readings, it will then be referred to all affected local governments (including all member jurisdictions, TransLink, and adjacent regional districts), and local First Nations. It will also be posted on the Metro Vancouver website for a minimum of 45 days to provide an opportunity for comment. All comments received will be summarized and included in a report advancing the bylaw to the MVRD Board for consideration of final adoption.

*Metro 2050* identifies additional public engagement opportunities that may be used at the discretion of the MVRD Board, including: appearing as a delegation to the Regional Planning Committee or the MVRD Board when the amendment is being considered; conveyance of comments submitted from the respective local public hearing to the MVRD Board, and hosting a public information meeting (digitally or in person).

If the MVRD Board gives final approval and adopts the bylaw amendment, then the City of Maple Ridge would need to apply to the GVS&DD Board to expand the regional sewerage area.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026

Page 11 of 12

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**ALTERNATIVES**

1. 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.

2. THAT the MVRD Board decline the proposed amendment for the North 256 Street Industrial Lands Area Plan and notify the City of Maple Ridge of the decision.

**FINANCIAL IMPLICATIONS**

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

**OTHER IMPLICATIONS**

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for information and discussion on February 13, 2026. Staff from the City of Maple Ridge and Metro Vancouver presented on the amendment application and were available to answer questions from committee members. The following section summarizes key comments:

- Concerns were raised about setting precedent for ‘islands’ of Urban Containment Boundary in non-contiguous areas.
- Concerns were raised about setting a precedent for other institutional uses in Industrial designated areas.
- Questions focused on future road connections and anticipated timeline of industrial build-out.

**CONCLUSION**

The City of Maple Ridge is requesting a Type 2 amendment to *Metro 2050* for the North 256 Street Industrial Lands Area Plan. The proposed amendment would re-designate Rural and Industrial lands to Industrial and Conservation and Recreation and expand the Urban Containment Boundary to accommodate a light industrial hub. The proposed amendment has been assessed in relation to *Metro 2050*’s goals, strategies, and policies. Metro Vancouver staff conclude that although they are important trade-offs to consider, on balance, the proposed amendment is supportable in its current form. Staff recommend Alternative 1.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026  
Page 12 of 12

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**ATTACHMENTS**

1. City of Maple Ridge Regional Growth Strategy Amendment Application Submission Letter, dated January 28, 2026.
2. City of Maple Ridge Staff Report on the Draft North 256 Street Industrial Lands Area Plan and Official Community Plan Amendments, dated January 6, 2026.
3. Metro Vancouver Regional District Regional Growth Strategy Bylaw Amendment No. 1451, 2026.
4. Presentation re: *Metro 2050* Type 2 Proposed Amendment – City of Maple Ridge (North 256 Street Industrial Lands Area Plan).

**REFERENCES**

1. City of Maple Ridge. (2026). [North 256 Street Industrial Lands Area Plan](#) [Draft version].
2. City of Maple Ridge. (2026). [North 256 Street Industrial Lands Area Plan Development Permit Area Guidelines](#) [Draft version].

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