



4.8 INDUSTRIAL

There is a growing shortage of readily developable industrial land in many parts of Metro Vancouver, including the northeast sector of the region. An industrial land inventory study undertaken by Metro Vancouver in 2005 found that, of the estimated total of 26,089 acres (10,558 ha) of the land designated for industrial use in the region, 26% (6,859 acres / 2,775 ha) was classified as vacant.¹ This is likely a high estimate of the amount of vacant industrial land since some of it has servicing, environmental or other constraints to development. Some of this industrial land is expected to be lost to competing uses, notably residential, a trend that has been underway for some time. The northeast sector of the region, including the Tri-Cities, Pitt Meadows and Maple Ridge, had an estimated 3,744 acres (1,515 ha) of industrially designated land in 2005, which was about 14% of the regional total.

The Metro Vancouver study estimates that Pitt Meadows has 383 acres (155 ha) of land designated for industrial purposes, which was just 1.5% of the regional total. Of the City's total industrial land, the study estimated that about 39% (149 acres / 60 ha) was vacant. However, much of this vacant land is already allocated for specific developments by its owners, such as the CPR Inter-Modal Facility lands on the south side of the Lougheed Highway. The opportunities have been relatively limited over the past few years for smaller industrial businesses wishing to locate in Pitt Meadows to find appropriate locations.

The major transportation improvements underway, including the new Golden Ears and Pitt River Bridges will make Pitt Meadows an increasingly attractive location for industry in the future if additional supply is made available.

¹Metro Vancouver Policy and Planning Department, *Industrial Lands Inventory for Greater Vancouver 2005 - Final Draft Report*, January 2006.



Industrial development is important to Pitt Meadows for a number of reasons, including:

- Supporting higher income earning jobs in the community suited to the skills of the resident labour force;
- Diversifying the City’s tax base;
- Creating local business opportunities; and
- Helping contribute to a thriving regional economy, with opportunities for industrial businesses to locate and expand in Metro Vancouver, which benefit all communities.

As part of ensuring an adequate industrial land supply, the City has designated additional land for industrial use in this OCP, all of which is in the south Harris Road area. This land will be located close to an arterial road directly connecting to the Golden Ears Bridge and will be located adjacent to the airport. A comprehensive development plan is required for this area, indicated in Schedule 3A, prior to consideration of rezoning by the City. The plan needs to address issues such as specific uses and densities, layout, servicing, road network, buffering and building and landscape design standards.

The Pitt Meadows Regional Airport also makes a significant contribution to industrial development in the City in addition to playing an important transportation function.

4.8.1 Protection of Industrial Land

Protecting the industrial land base and encouraging clean industrial businesses that generate local employment opportunities are important to maintaining a strong local economy in Pitt Meadows.

Policies

- a) The City supports the protection of its industrial land base as a vital community and economic asset that can be used to create significant local employment, property taxes and other benefits to Pitt Meadows;
- b) The City supports expansion of its industrial land base as long as this can generally be accomplished with no net loss to the City’s current inventory of agricultural lands or productivity;
- c) Industrial and business park uses that will achieve higher employment and land use densities are encouraged;



- d) Lands designated as Business Park are intended to accommodate clean, high quality industrial/business park uses that support significant employment densities.
- e) The area indicated in Schedule 3A that is designated for business park use will require the preparation of a comprehensive development plan acceptable to the City prior to the City considering any rezoning applications for lands within the area.
- f) Lands which are surplus to the CPR Inter-Modal Facility adjacent to the Lougheed Highway are encouraged to develop clean high quality industrial/business park uses that support significant employment densities.
- g) It is recognized that the Pitt River Quarry at the northern end of Sheridan Hill is expected to continue to operate for many years. The most appropriate future use of the site will be determined once the quarry is closer to the end of operation.

4.8.2 Diversifying Airport Development

The Pitt Meadows Regional Airport is valuable to the community not only for its aviation-related activities but also because some of its lands that are surplus to its aviation needs are suited to other forms of industrial development.

The City applies the same land use regulations for all non-aviation related development at the airport as it does for the rest of Pitt Meadows. The City's land use regulatory powers are, however, limited with respect to how the airport chooses to develop and operate its aviation facilities.

There are approximately 145 acres (58.6 ha) of land designated on Schedule 3A for non-aviation related light industrial and business park development at the airport, immediately west of Harris Road. The airport believes there is an opportunity to eventually expand industrial development further north along Harris Road. No exact parcel size or configuration has been determined by the airport for this potential expansion, which would be on land that is currently within the Agricultural Land Reserve and would be subject to approval by both the Agricultural Land Commission and the City.

Policies

- a) The City supports the expansion of industry and commerce that is complimentary to the development of the Pitt Meadows Regional Airport and its regional transportation role;



- b) The City supports the development of Pitt Meadows Regional Airport, lands for non-aviation light industrial use adjacent to Harris Road provided that the uses are clean and appropriately buffered from any existing or planned residential areas;
- c) Any plans for the Pitt Meadows Regional Airport are encouraged to take into account the City's plans and policies for agricultural, transportation, recreational, residential, industrial and commercial uses adjacent to and within the airport and throughout the community;
- d) The airport foreshore is primarily intended to accommodate water dependent industries.

4.8.3 Quality Industrial Development

Given the compact nature of much of Pitt Meadows' urban area, industrial development must in some cases co-exist in close proximity to other land uses, including residential areas and parks. It is important that industry make a positive contribution to the community's quality of life in how it is developed and operated. This includes consideration of building design, landscaping and buffering.

Policies

- a) Good design and high landscaping standards in industrial areas are required. All industrial development will require a Development Permit;
- b) The provision of amenities such as parks, trails, fitness and appropriately scaled commercial opportunities to serve employees and the general public in industrial areas are encouraged;
- c) In waterfront industrial areas, public access to the waterfront via a park or trail system should be provided where possible and connections with Metro Vancouver Pitt River Regional Greenway should be maintained.