

Metro Vancouver 2025 Industrial Lands Inventory: Summary Report

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

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Executive Summary

Metro Vancouver compiles an Industrial Lands Inventory ('Inventory') every five years to provide a comprehensive picture of the region's Industrial lands, including their size and location, what they are used for, who owns them, how they are protected by policy, and changes over time[1].

Metro Vancouver's Industrial lands are critical to providing jobs for residents, supporting the region's businesses, and enabling international trade. Although they account for just 4% of the land base, Industrial lands host about 22% of Metro Vancouver's jobs, generate 30% of GDP, and contribute approximately $8 billion in tax revenues to various levels of government[2]. Meeting the needs of a growing regional economy and gateway for trade requires an adequate and growing supply of Industrial lands.

Industrial lands as of 2025

- **Total industrial lands:** As of July 1, 2025, there were ~12,000 ha (30,000 acres) of lands in the Inventory. This comprises all lands that were locally designated industrial, plus lands that were locally zoned industrial and developed for industrial, retail or commercial use. More than half of lands were in Surrey, Delta, and Richmond.
- **Land uses:** Industrial lands have a range of industrial and non-industrial land uses. 77% (9,277 ha) were in industrial use and 17% (2,028 ha) were vacant or had uses that could potentially convert to industrial in future. 6% (763 ha) were in retail or commercial use, which are unlikely to convert to industrial, and put pressure on Industrial lands.
- **Major industrial uses:** The largest land use category, making up 40% of land, was Building-Intensive Industrial, which comprises General Industrial, Mixed Industrial/Commercial, Manufacturing/Production, and Distribution/Warehouse uses. This was followed by Large-Scale Infrastructure/Transportation (27% of land), reflecting the significance of the Port and Airport.

Change since 2020

- **Net increase and sub-regional variation:** There was a 2% net increase (195 ha) in industrial Inventory lands since 2020 (similar to the 250 ha increase in 2015-2020). This land area is equivalent to around 20 large warehouse sites. Some jurisdictions, such as Surrey, Maple Ridge and Delta, saw net increases in Industrial lands. Other jurisdictions, including Burnaby and Vancouver, saw net decreases.
- **Newly added parcels for long-term capacity:** New parcels totalling 238 ha were added to the Inventory. These lands were largely vacant (40%) or in residential use (40%) and were added to the Inventory because they were locally designated industrial, supporting the region's long-term industrial capacity. The Inventory does not assess the timeline or any constraints associated with these lands being developed for industrial uses.
- **Loss of developed industrial parcels:** Parcels totalling 83 ha were removed from the Inventory, mostly due to local policy changes. 65% of removed parcel lands had an industrial land use

[1] Due to changes in methodology in 2020 onwards, comparison over time focuses on change over the last five years.
[2] Source: Economic Impact of Industrial Lands in Metro Vancouver, InterVISTAS, 2024.
https://metrovancouver.org/services/regional-planning/Documents/economic-impact-of-industrial-lands-in-metro-vancouver.pdf

classification in 2020. Removed lands were proportionally more likely to be in the region's Urban Centres.

- **Industrial development in the past five years:** Net absorption (lands going from vacant to developed) was 379 ha. Around half of lands were developed for Distribution/Warehouse use. Key areas where lands were absorbed were in Surrey (Campbell Heights), Burnaby (Big Bend), and Pitt Meadows. Together, absorption and changes to lands in the Inventory increased Developed Inventory lands by 3% and reduced Inventory lands that were vacant or had uses that could potentially convert to industrial by 4% since 2020.

Looking forward

- **Protection through Land Use Designations:**
    - Most lands in the Inventory were intended for long-term industrial use, with 87% regionally designated Industrial or Employment, and 97% locally designated industrial.
    - 3% of lands were locally zoned but not designated industrial, indicating that industrial uses are expected to be replaced with non-industrial uses in the long-term.
- **Pressure on Urban Industrial Lands:** The rate of local industrial designation drops to 79% for lands in Urban Centres (5% of the total Inventory). These lands, which play an important role in the regional economy, may face greater pressure to redevelop to housing or higher density employment uses.
- **Future potential for industrial development:** Lands that are vacant or have other uses that could convert to Industrial lands in future were mostly located in the southern and eastern parts of the region, with varying proximity to major transportation infrastructure. 60% were completely vacant, 14% were in residential use, 10% were being used for resource extraction, and 8% for agriculture. The potential for redevelopment to industrial uses depends largely on site-specific factors that are outside of the scope of the Inventory.

Conclusions

Overall, Metro Vancouver's industrial land base increased between 2020 and 2025 and remains largely protected for long-term industrial use. In the short- to medium-term, there could be displacement of industrial activities located on lands that were removed from the Inventory, whereas most added lands were vacant or in residential use and intended for future industrial development.

The Inventory suggests a potential shift in the geographic distribution of industrial lands away from highly accessible Urban Centres and towards areas with varying accessibility, with potential impacts on costs and greenhouse gas emissions associated with commuting and goods movement.

Most lands with potential for future industrial development are in the southern and eastern parts of the region and may provide opportunities to accommodate future industrial growth, including trade-oriented and logistics uses.

While the Inventory provides important information on the supply and distribution of industrial lands, additional analysis would be needed to assess whether the current supply is sufficient to accommodate projected employment growth and evolving industrial space needs through 2051, and the timing, feasibility, and constraints associated with bringing new lands into industrial use.

1 Introduction

1.1 Overview and Objectives

The Metro Vancouver 2025 Industrial Lands Inventory ('Inventory') provides a comprehensive picture of the region's Industrial lands, including their size and location, what they are used for, who owns them, how they are protected by policy, and changes since the 2020 Inventory.

The Inventory is intended to inform regional and local planning work, as well as work by agencies and the private sector, such as:

- Development of land use plans and policies, including those protecting and encouraging the development and intensification of Industrial lands;
- Updates to local zoning bylaws;
- Development of economic strategies and employment projections;
- Investments in infrastructure and development of Industrial lands.

1.2 Context

The Inventory is an important part of Metro Vancouver's ongoing work to protect and promote appropriate use of the region's limited industrial and employment lands, guided by the regional growth strategy, *Metro 2050*, Strategy 2.2 and the Regional Industrial Lands Strategy.

The region's Industrial lands are critical to supporting a diverse, resilient economy – providing jobs for residents and supporting businesses, while limiting the costs and environmental impacts that arise from commuting and transportation of goods over longer distances. While accounting for just 4% of land area, Industrial lands host 22% of jobs in Metro Vancouver, and jobs on Industrial lands pay 14% higher on average than other jobs[3]. The availability of Industrial lands is also key to international trade through the Port of Vancouver, Canada's busiest port, and Vancouver International Airport. Meeting the needs of a growing regional economy and gateway for trade requires an adequate supply of Industrial lands.

1.3 How to use this report

This report summarizes key data and trends in the region's Industrial lands. The body report presents key findings for the region as a whole and broken down into sub-regions. Jurisdictional data tables and additional maps can be found in the Appendix.

The full dataset can be explored spatially online and downloaded for use in GIS via Metro Vancouver's Open Data Portal.

[3] Source: Economic Impact of Industrial Lands in Metro Vancouver, InterVISTAS, 2024. https://metrovancouver.org/services/regional-planning/Documents/economic-impact-of-industrial-lands-in-metro-vancouver.pdf

2 Scope and Definitions

2.1 Lands Included in the Inventory

The Inventory has an effective date of July 1, 2025 and includes **all lands that were locally designated industrial in Official Community Plans (OCPs), area plans, or equivalent**. The Inventory also reviewed lands that were locally zoned industrial (or zoned as comprehensive development with industrial uses allowed[4]) but not designated industrial. Whether these lands are included in the Inventory depends on their land use:

- **Developed lands that were zoned industrial are included in the Inventory**. Developed lands are defined as those with industrial and quasi-industrial uses. They also include lands with some non-industrial uses that are building intensive and not likely to redevelop to industrial uses, such as stand-alone retail and office, education/training, and recreation. Lands with construction activity are also classified as Developed.
- **Other/Vacant lands that were zoned industrial are excluded, unless they were locally designated industrial** (and therefore likely to redevelop into industrial uses in future). Other/Vacant lands are defined as those that are totally vacant or have non-industrial uses such as agriculture, residential or resource extraction. It's important to note that vacant land is distinct from a vacant building; if an industrial site has been developed, but is currently vacant of tenants, it would be classified as Developed.

Table 1 summarizes the lands included in the Inventory. Refer to Section 2.3 for a complete list of land uses in the Developed and Other/Vacant groups.

Note that there may also be smaller-scale industrial activities occurring on lands not included in the Inventory - for example, an industrial business located on lands that are designated and zoned for commercial use.

Table 1: Lands Included in the Industrial Lands Inventory

Land Use and Zoning		Local Land Use Designation	
		Designated Industrial	Designated Non-Industrial
Developed lands	Zoned Industrial	**Included**	**Included**
	Zoned Non-Industrial	**Included**	**Not included**
Other/Vacant lands	Zoned Industrial	**Included**	**Not included**
	Zoned Non-Industrial	**Included**	**Not included**

[4] Mixed use parcels allowing residential uses were excluded from the Inventory.

2.2 Geographic Scope

The Inventory includes Industrial lands across 16 of Metro Vancouver's 23 member jurisdictions (the remainder were assessed and do not have Industrial lands as defined in this report[5]). The Inventory uses nine sub-regions to report results (Table 2).

Table 2: Geographic Sub-Regions and Member Jurisdictions with Industrial lands

Sub-Region	Jurisdictions with Industrial lands
Burnaby/New Westminster	City of Burnaby, City of New Westminster
Delta/Tsawwassen First Nation	City of Delta, Tsawwassen First Nation
Langleys	City of Langley, Township of Langley
North Shore	City of North Vancouver, District of North Vancouver
Northeast Sector	City of Port Moody, City of Coquitlam, City of Port Coquitlam
Ridge Meadows	City of Maple Ridge, City of Pitt Meadows
Richmond	City of Richmond (including Vancouver International Airport, YVR)
Surrey	City of Surrey
Vancouver	City of Vancouver

All airport and port lands were included within their respective local host jurisdiction. Known Industrial lands on First Nation Reserves were included within the adjacent jurisdiction.

2.3 Land Uses

The Inventory presents the actual use of lands (on July 1, 2025) by seven land use categories and 30 detailed land use classifications (summarized in Table 3, detailed in Appendix 1). The distinction between Developed and Other/Vacant lands is used for analysis, as well as determining whether lands are included in the Inventory (as described in Section 2.1).

[5] While Bowen Island has a small number of parcels that meet the definition of Industrial lands, the jurisdiction was not included in the Inventory due to the very small scale of Industrial lands and their more local, rather than regional, function.

Table 3: Inventory Land Uses

Group	Land Use Category	Detailed Land Use Classifications
DEVELOPED LANDS	Building-Intensive Industrial	1. General Industrial 2. Mixed Industrial/Commercial 3. Manufacturing/Production 4. Distribution/Warehouse
	Land-Intensive Industrial	5. Processing/Handling of Natural Resources 6. Outdoor Storage 7. Maintenance Yards/Operations Services
	Large-Scale Infrastructure/Transportation	8. Utilities 9. Oil Tank Farm 10. Rail Yards 11. YVR Airside/Groundside Developed 12. Airport Developed (excluding YVR) 13. Port Terminal Developed
	Transportation Operations/Parking	14. Transportation Operations 15. Parking
	Retail (non-industrial)	16. Retail (big box) 17. Retail (small or medium-scale) 18. Retail (vehicle dealerships)
	Commercial (non-industrial)	19. Office 20. Media Production 21. Banquet Hall/Assembly 22. Education/Training 23. Recreation
OTHER/VACANT LANDS	Other/Vacant	24. Agriculture 25. Residential 26. Resource Extraction 27. YVR Airside/Groundside Vacant 28. Airport Vacant (excluding YVR) 29. Port Terminal Vacant 30. Vacant Land

2.4 Other Site Data

In addition to land use, the Inventory includes information on site size, ownership, tenure, zoning, and land use designations, analysis of which is presented in this report.

2.5 Inventory Data Sources

The Inventory was developed through engagement with member jurisdiction planning staff, YVR and Port representatives, and industrial brokerages. It brings together information from a range of sources, including:

- Parcel Map BC
- BC Assessment Authority property information
- Business Licenses
- Local Zoning and OCP Designations and Metro Vancouver regional land use designations
- Orthophoto image
- Google Earth orthographic image

2.6 Notes for Users

It is important to note the following when reviewing the Inventory data:

- **Parcels:** The Inventory is created at the parcel level, and most Inventory sites represent individual parcels. Where multiple legal parcels are in the same ownership, land use and have the same zoning, they were combined into a single 'site' for analysis purposes. Also, in a few exceptional circumstances, legal parcels were split into two sites (e.g. sites with a split local designation).
- **Land uses:** Sites may include multiple or overlapping uses; classifications are based on the primary or predominant use of the site. Developed lands may be partially utilized and have additional development capacity.
- **Site areas:** All references to land areas are gross calculations – net developable areas will be smaller.
- **Intended use:** This Inventory and report should not be relied upon to make site specific planning or development decisions or investments. It does not comment on constraints or characteristics of sites (such as tenure, location, presence of environmental hazards, etc.) that may affect suitability for certain types of industrial development.

2.7 Limitations

While data has been cross-referenced across multiple sources, accuracy cannot be confirmed in all cases due to some remaining data gaps and data sources dating from different periods. Where there are multiple uses on a single site, conflicting data, or between different types of uses, classification is based on the professional judgement of staff.

The 2025 Inventory was developed to enable comparison with the 2020 Inventory. Changes in the interpretation of local policies limit the ability to compare with the earlier 2005, 2010, and 2015 Inventories.

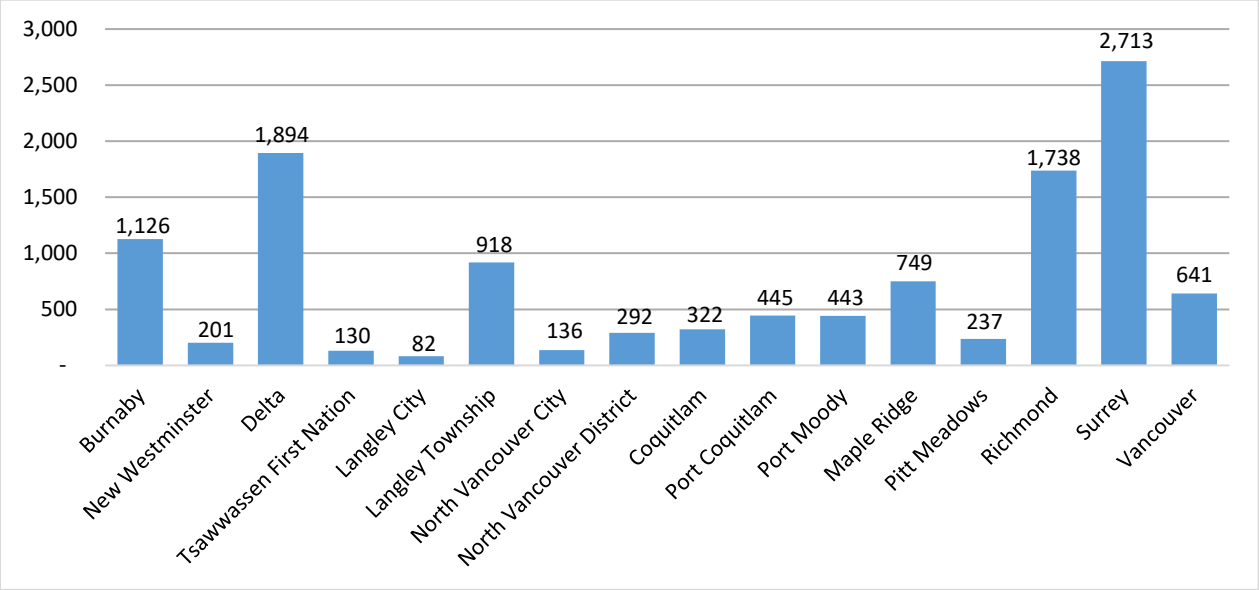
3 Industrial Lands in 2025

The total Inventory consists of 12,067 hectares (29,819 acres) of land. This section summarizes the Inventory and its characteristics, including geographic distribution across the region, land uses, ownership, tenure, and site sizes.

3.1 Geographic Distribution

More than half of the lands in the Inventory (54%) were located in the southern and eastern parts of the region: 22% in Surrey, 17% in Delta/Tsawwassen First Nation, and 14% in Richmond (Figure 1).

Figure 1: Inventory Land Area by Jurisdiction (Ha)



3.2 Land Uses

Of the 12,067 hectares of land in the Inventory, 77% (9,277 ha) of lands were in Industrial use. The largest land use category was Building Intensive Industrial (40% of total Inventory), followed by Large Scale Infrastructure/Transportation (27%) (Figure 2, Figure 4).

Considering detailed land use classifications, the major land uses in the region were:

- General Industrial – 14% of lands (1,702 ha)
- Distribution/Warehouse – 13% of lands (1,552 ha)
- Transportation Infrastructure – Port Terminal Developed – 9% of lands (1,132 ha).

Approximately 6% (763 ha) of Inventory lands were used for Retail and Commercial (3% each) rather than industrial activities, which puts further pressure on the limited industrial land base. Industrial areas with the highest proportions of Retail and Commercial land use include Grandview/Boundary in Vancouver (61% of lands in the industrial area), Burrard Slopes in Vancouver (58% of lands), and Cambie in Richmond (52% of lands).

17% (2,028 ha) of the Inventory was Other/Vacant – either totally vacant or with non-industrial uses that may convert to industrial uses in future. The characteristics of these lands are detailed further in Section 7.

The profile of industrial land uses varies by sub-region, as shown in

Figure 3 and detailed in the sub-regional profiles (Section 4).

Figure 2: Inventory by Land Use Category (Land Area, Ha)

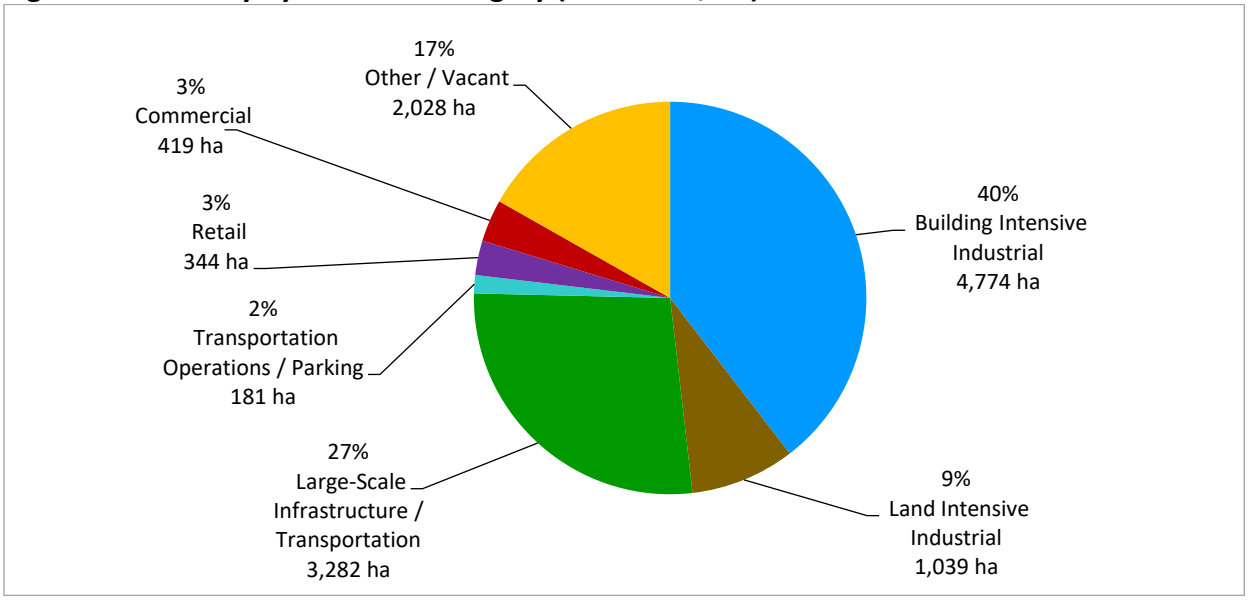


Figure 3: Land Use Categories by Sub-Region (Land Area, Ha)

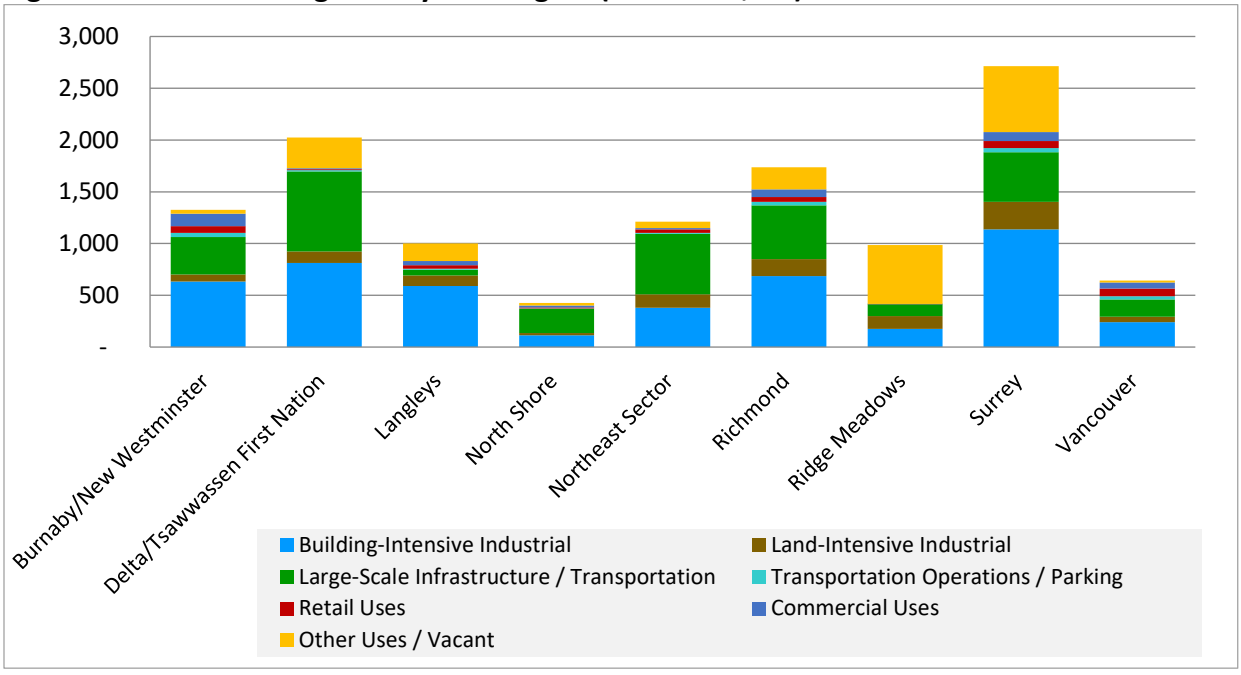
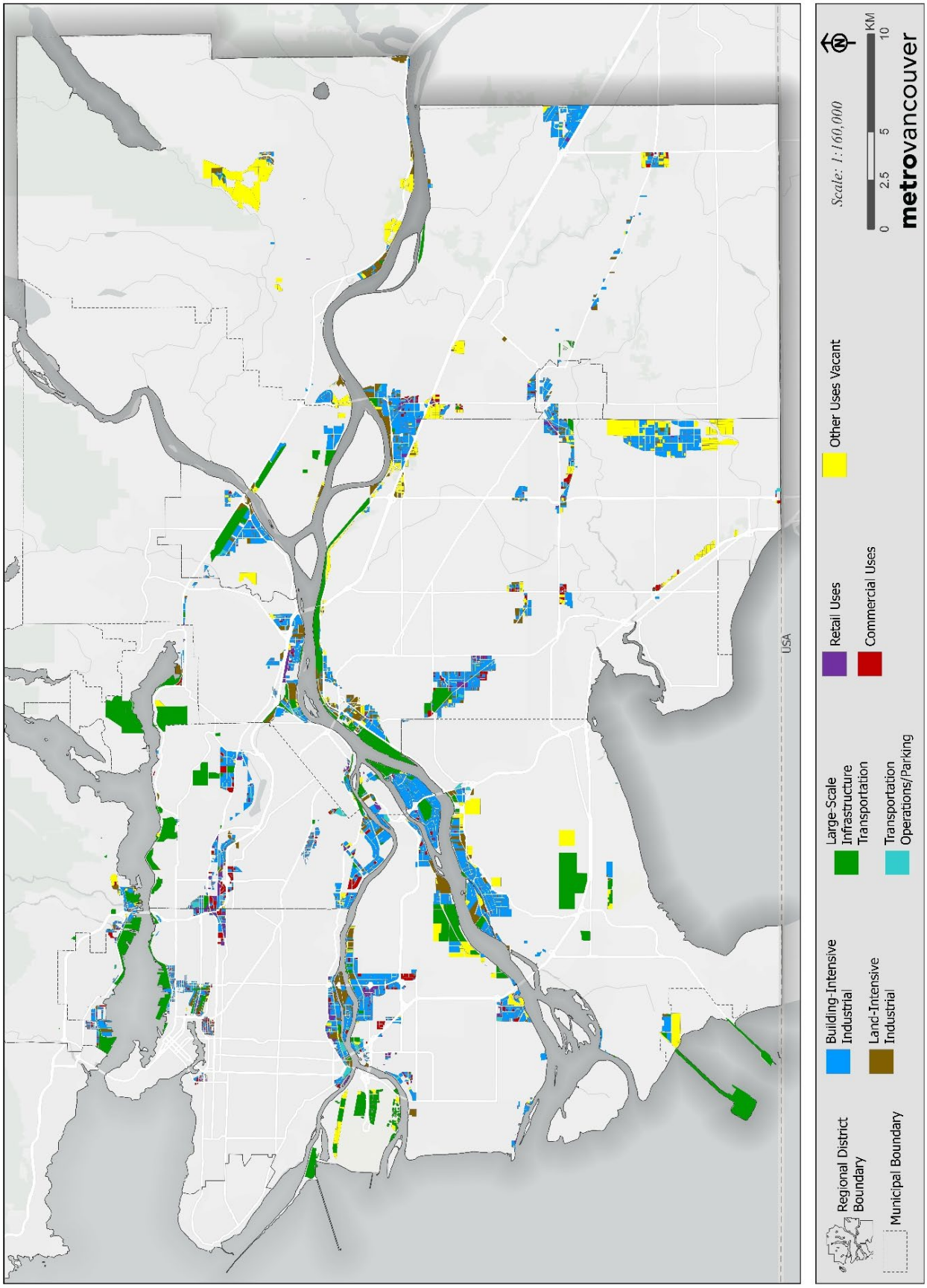


Figure 4: Map of Inventory by Land Use Category



3.3 Land Ownership

Around two-thirds (68%) of the lands in the Inventory were privately owned, with an additional 4% owned by railways. The balance of lands (28%) were owned by various levels of government (Figure 5).

Land ownership is linked to land use. Higher proportions of Large-Scale Infrastructure/Transportation lands (58%) and Transportation Operations/Parking lands (51%) were in federal or local government ownership. Notably, this includes federal government-owned port and airport lands. Over 90% of lands in Building-Intensive Industrial, Retail, and Commercial Uses were privately owned.

Accordingly, land ownership varies across the region (Figure 6). The sub-regions with the highest proportion of public lands were North Shore (55%), Richmond (42%), and Delta/Tsawwassen First Nation (38%), connected with the port and airport. By contrast, private (excluding railway) land ownership was highest in Langleys (94%) and Burnaby/New Westminster (86%).

Figure 5: Inventory by Ownership Type (Land Area, Ha)

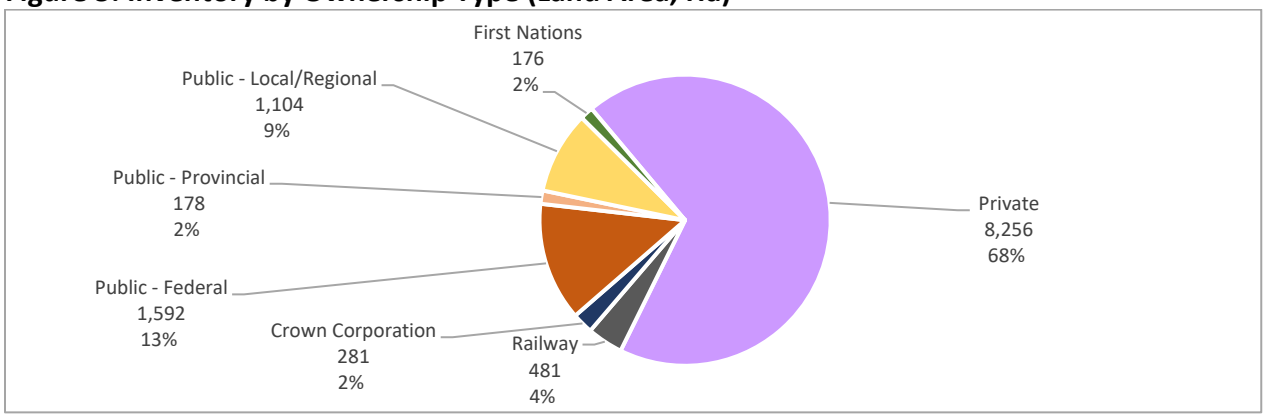
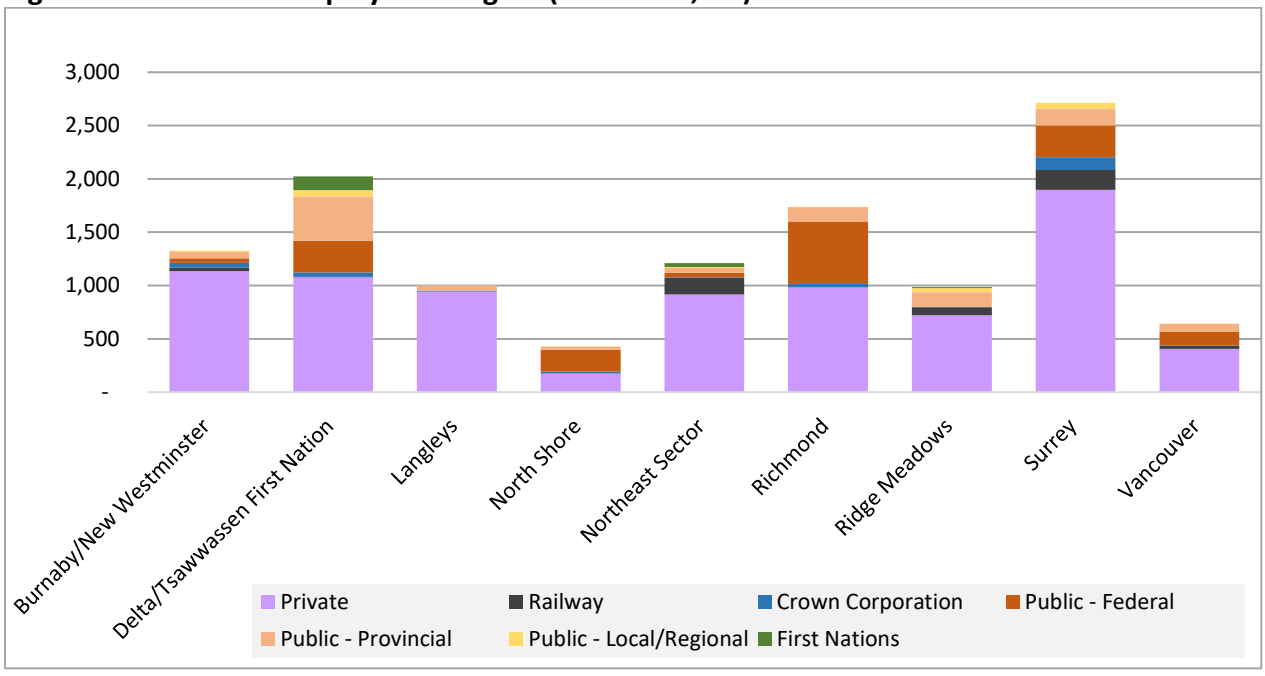


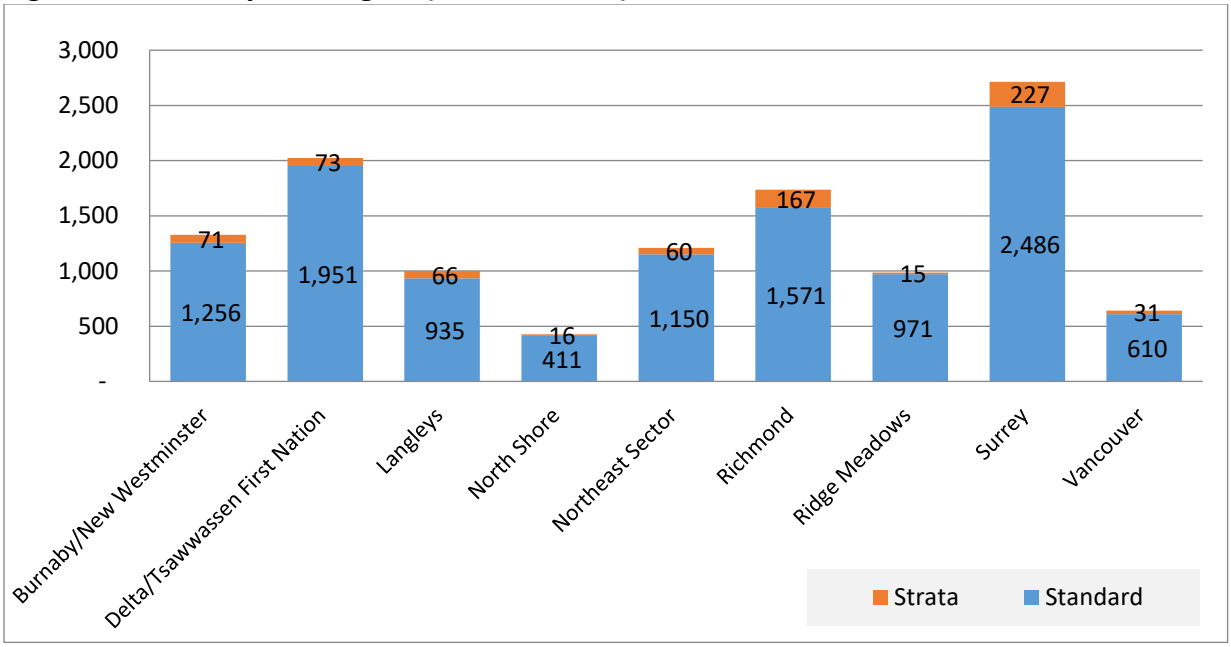
Figure 6: Land Ownership by Sub-Region (Land Area, Ha)



3.4 Tenure

Most Industrial lands (94%) were 'standard' tenure – either fee simple or leased. Strata tenure, which can constrain future redevelopment potential of sites, accounted for 6% (726 ha) of lands, most of which were in Building-Intensive Industrial uses. Sub-regions where strata lands made up a higher-than average share of Industrial lands were Richmond (10%), Surrey (8%), and Langleys (7%) (Figure 7).

Figure 7: Tenure by Sub-Region (Land Area, Ha)



3.5 Site Sizes

The size of industrial parcels is a key determinant of the types of uses they can accommodate. In some cases, abutting sites could be consolidated to create larger developable sites to accommodate larger industrial users.

The Inventory average parcel is 1.4 ha (3.5 acres), but there is a wide range of parcel sizes (Figure 8):

- 17% of lands were within small sites under 1 ha (total of 6,154 sites), which typically accommodate small-scale, local-serving urban industrial uses.
- 35% of lands were within medium sites of 1 – 4.9 ha (total of 2,099 sites), which can typically accommodate standard light industrial uses, such as distribution and flexible multi-tenant bays.
- 47% of lands were within large sites above 5 ha (total of 355 sites), which may be suitable for larger manufacturing, logistics, infrastructure and other uses.

Region-wide, Large-Scale Infrastructure/Transportation uses have the largest average size (7.6 ha), while Retail and Commercial (non-industrial uses) have the smallest average site size (< 1 ha).

Sites of different sizes are distributed across the region as follows:

- Around half of the small-site inventory is located in Surrey (25%), Burnaby/New West (14%), and Richmond (14%).
- Of the medium-site inventory, 27% is in Surrey, and Richmond, Burnaby/New West, Delta/Tsawwassen First Nation, and Langleys each have around 15% of lands.
- Of the large-site inventory, 22% of lands are within Delta/Tsawwassen First Nation and 18% are in Surrey. Northeast Sector, Richmond, and Ridge Meadows each had 13-14% of large-site lands. The largest industrial sites (over 20 ha) were concentrated in Delta/Tsawwassen First Nation (27%), Northeast Sector (20%), Surrey (14%), Ridge Meadows (13%), and Richmond (10%).

At the sub-regional level, the mix of parcel sizes varies (Figure 9), along with average parcel size, ranging from 0.4 ha in Vancouver to 3.2 ha in Ridge Meadows.

Figure 8: Inventory by Parcel Size

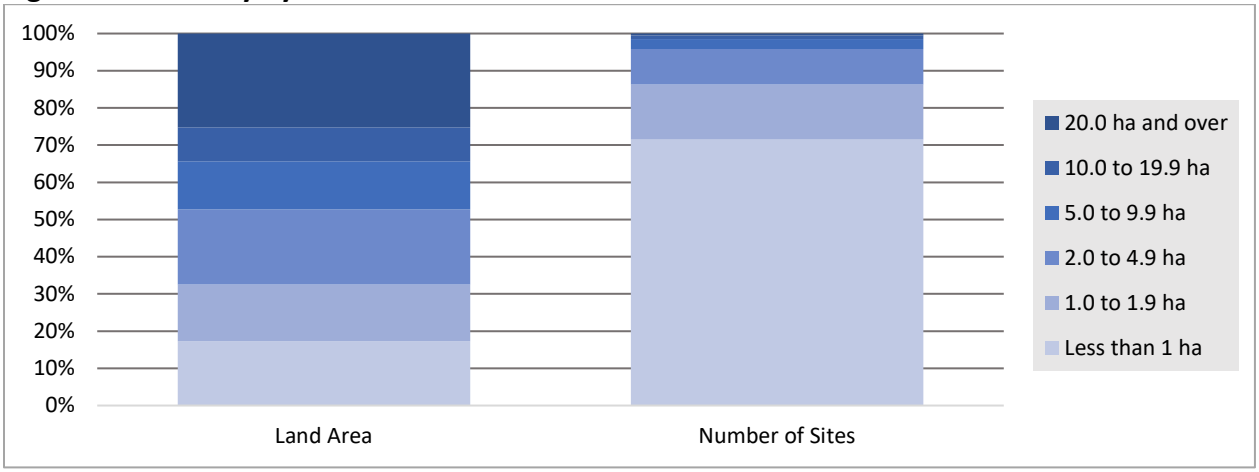
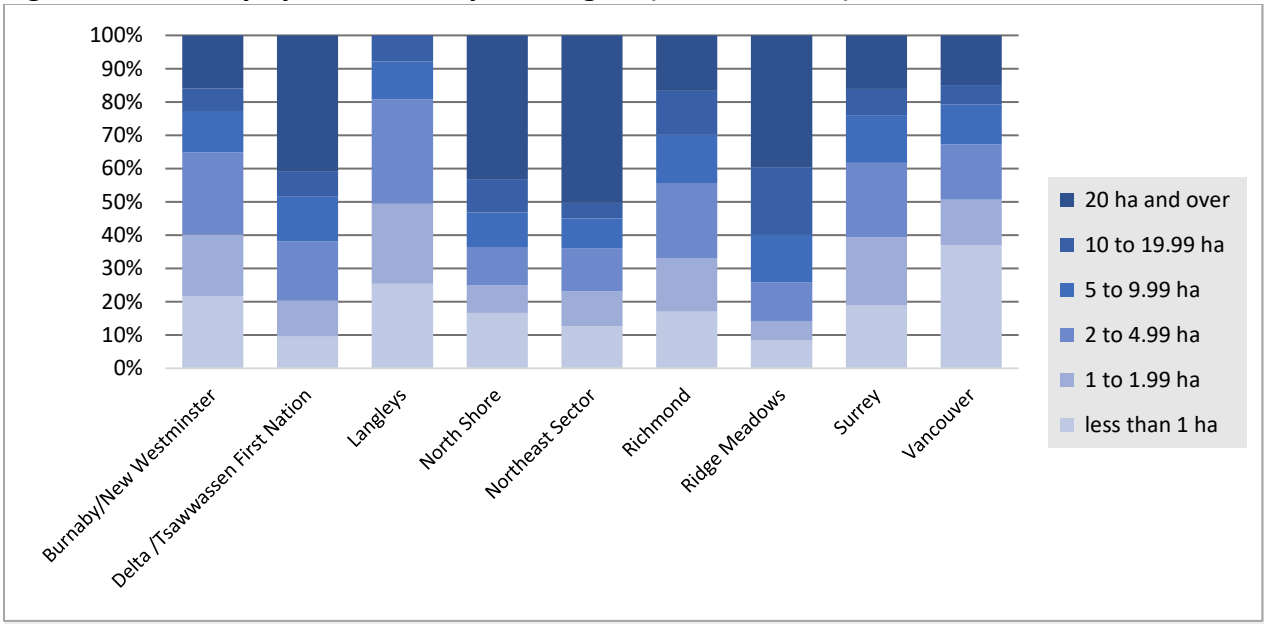


Figure 9: Inventory by Parcel Size by Sub-Region (Land Area, Ha)



4 Sub-Regional Profiles

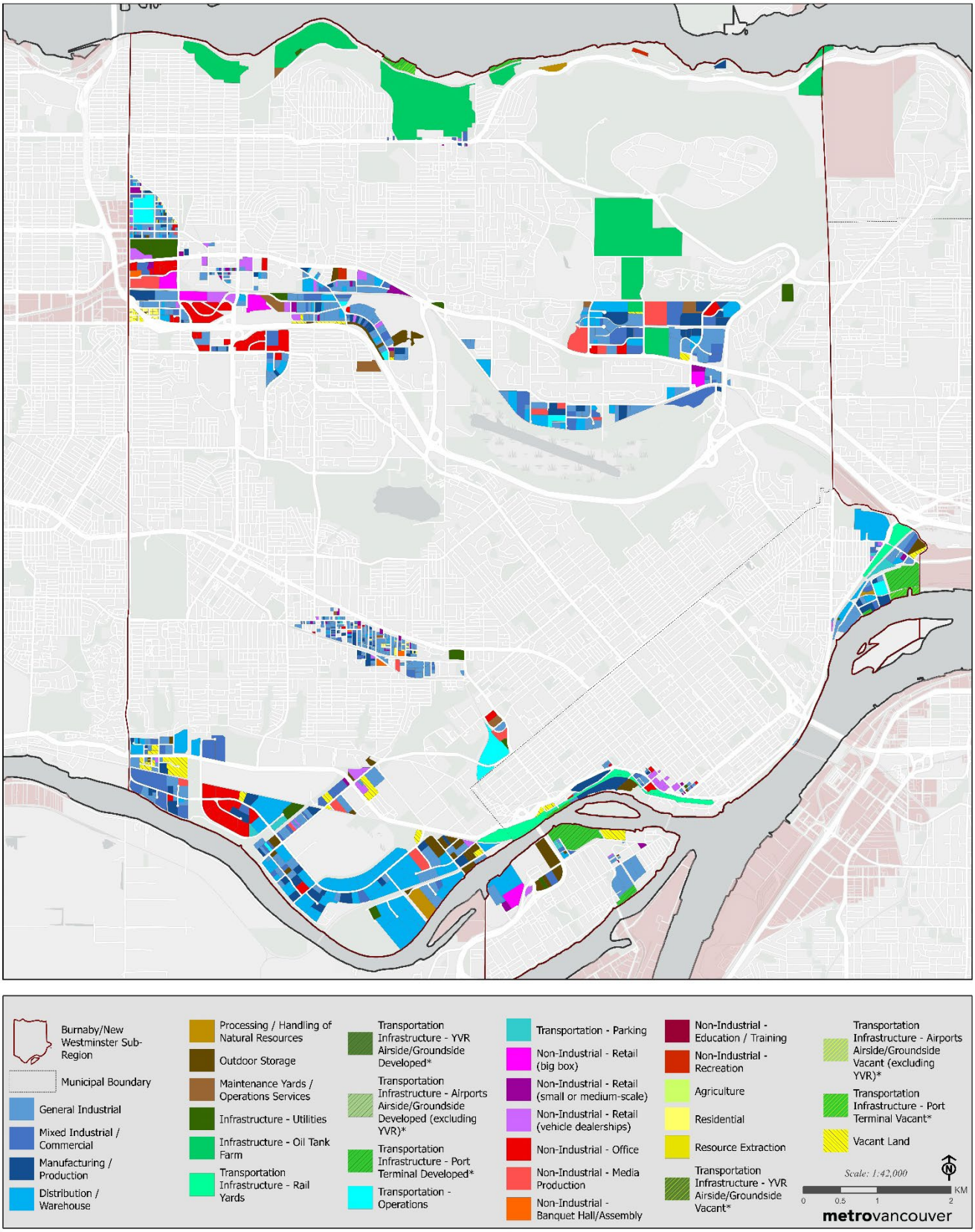
The following sections present summary information and land use maps for each sub-region. Jurisdiction-level data tables can be found in Appendix 3.

4.1 Burnaby/New Westminster

Total Inventory size	1,327 ha / 3,279 acres (11% of the regional Inventory)
Largest industrial areas	• Big Bend, Burnaby (338 ha / 835 acres) • Still Creek, Burnaby (249 ha / 616 acres) • Lake City, Burnaby (232 ha / 573 acres)
Land uses	• Top land use classifications (by land area): Oil Tank Farm (261 ha), General Industrial (229 ha), Distribution/Warehouse (207 ha) • This sub-region has the largest share of the region's Transportation Operations lands (25%) • Compared to the region as a whole, a small proportion of lands in the Other/Vacant category and a larger proportion in Commercial and Retail categories
Land ownership	86% private / 2% railway / 12% government
Land tenure	5% strata

Site sizes	• Average parcel size 1 ha (smaller than regional average 1.4 ha)
	• Land distributed by parcel size as follows:
	  ○ 22% under 1ha
	  ○ 43% 1-4.9 ha
	  ○ 35% 5 ha+

Figure 10: Map of Burnaby/New Westminster Sub-Region Inventory by Land Use Classification

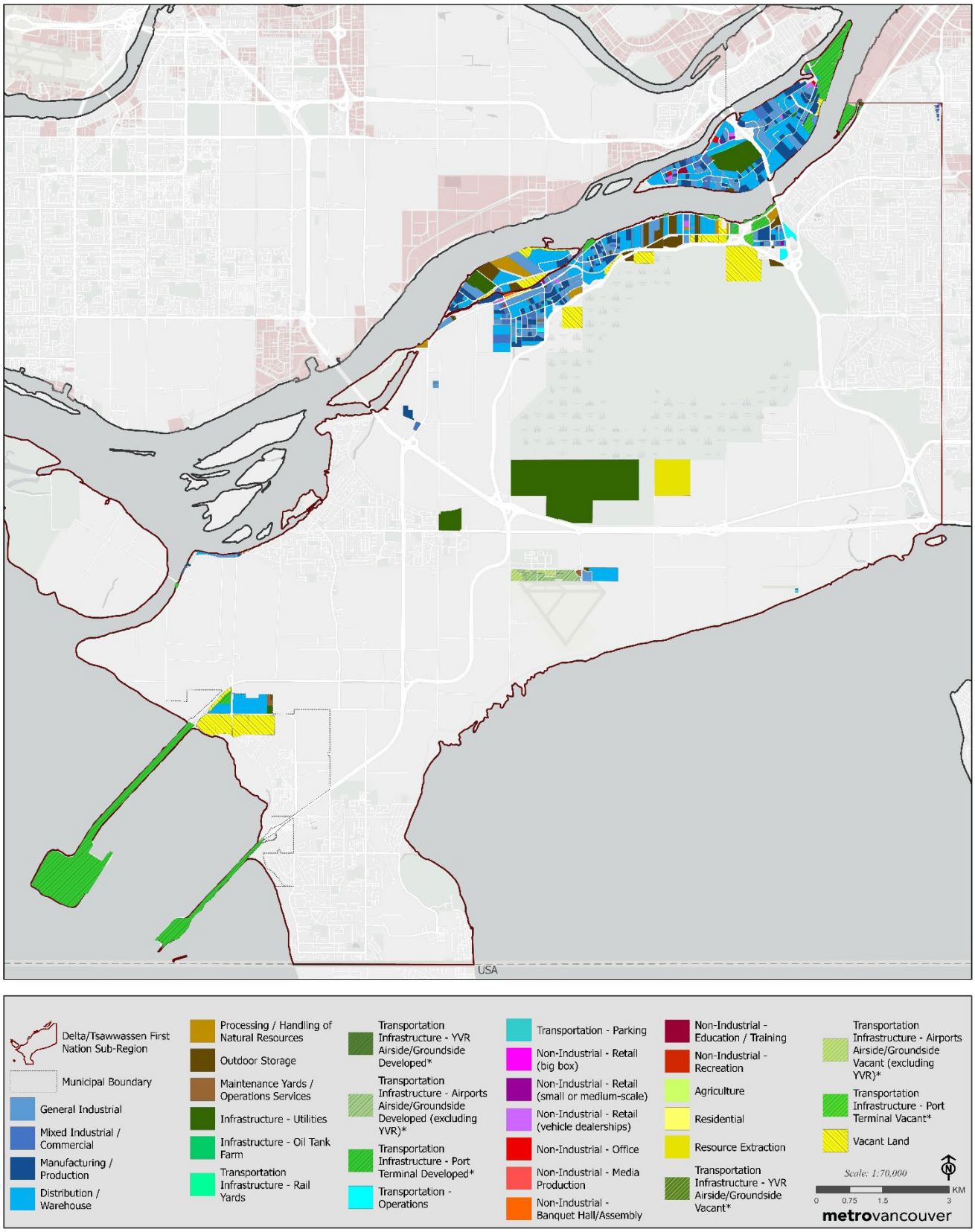


4.2 Delta/Tsawwassen First Nation

Total Inventory size	2,024 ha / 5,002 acres (17% of the regional Inventory)
Largest industrial areas	• Boundary Bay Airport (455 ha / 1,124 acres) • Annacis Island (451 ha / 1,114 acres) • Tilbury (447 ha / 1,105 acres) • Nordel (273 ha / 676 acres) • Deltaport (243 ha / 600 acres)
Land uses	• Top land use classifications (by land area): Infrastructure – Utilities (402 ha), Distribution/Warehouse (388 ha), Port Terminal Developed (Roberts Bank) (344 ha) • This sub-region has the largest shares of the region's Developed Port lands (30%), Distribution/Warehouse lands (25%), and Manufacturing/Production lands (20%) • Compared to the region as a whole, a higher proportion of lands in the Large-Scale Infrastructure/Transportation category, and lower proportion of Retail and Commercial
Land ownership	53% private / 47% governments
Land tenure	4% strata

Site sizes	• Average parcel size 2.8 ha (larger than regional average 1.4 ha)
	• Land distributed by parcel size as follows:
	  ○ 10% under 1ha
	  ○ 29% 1-4.9 ha
	  ○ 62% 5 ha+

Figure 11: Map of Delta/Tsawwassen Sub-Region Inventory by Land Use Classification

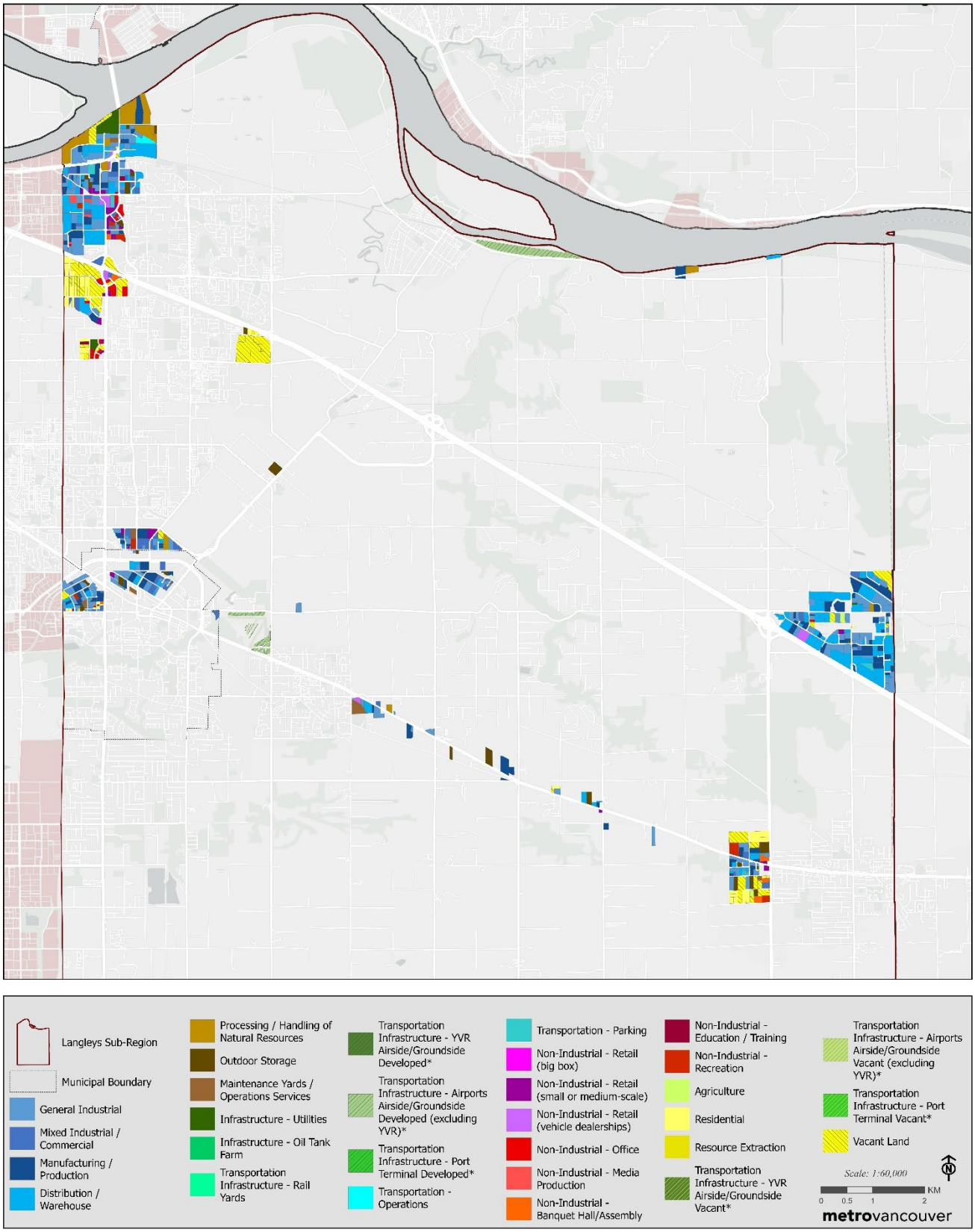


4.3 Langleys (Langley City, Langley Township)

Total Inventory size	1,000 ha / 2,472 acres (8% of the regional Inventory)
Largest industrial areas	• Port Kells, Langley Township (317 ha / 784 acres) • Gloucester, Langley Township (237 ha / 586 acres)
Land uses	• Top land use classifications (by land area): Distribution/Warehouse (212 ha), General Industrial (198 ha), Manufacturing/Production (133 ha) • The largest proportion of lands in the Building-Intensive Industrial category out of all sub-regions • Compared to the region as a whole, a smaller proportion of lands in the Large-Scale Infrastructure/Transportation category, and a larger proportion in the Commercial category
Land ownership	94% private / 6% governments
Land tenure	7% strata

Site sizes	• Average parcel size 1.2 ha (similar to regional average 1.4 ha)
	• Land distributed by parcel size as follows:
	  ○ 25% under 1ha
	  ○ 55% 1-4.9 ha
	  ○ 19% 5 ha+

Figure 12: Map of Langleys Sub-Region Inventory by Land Use Classification

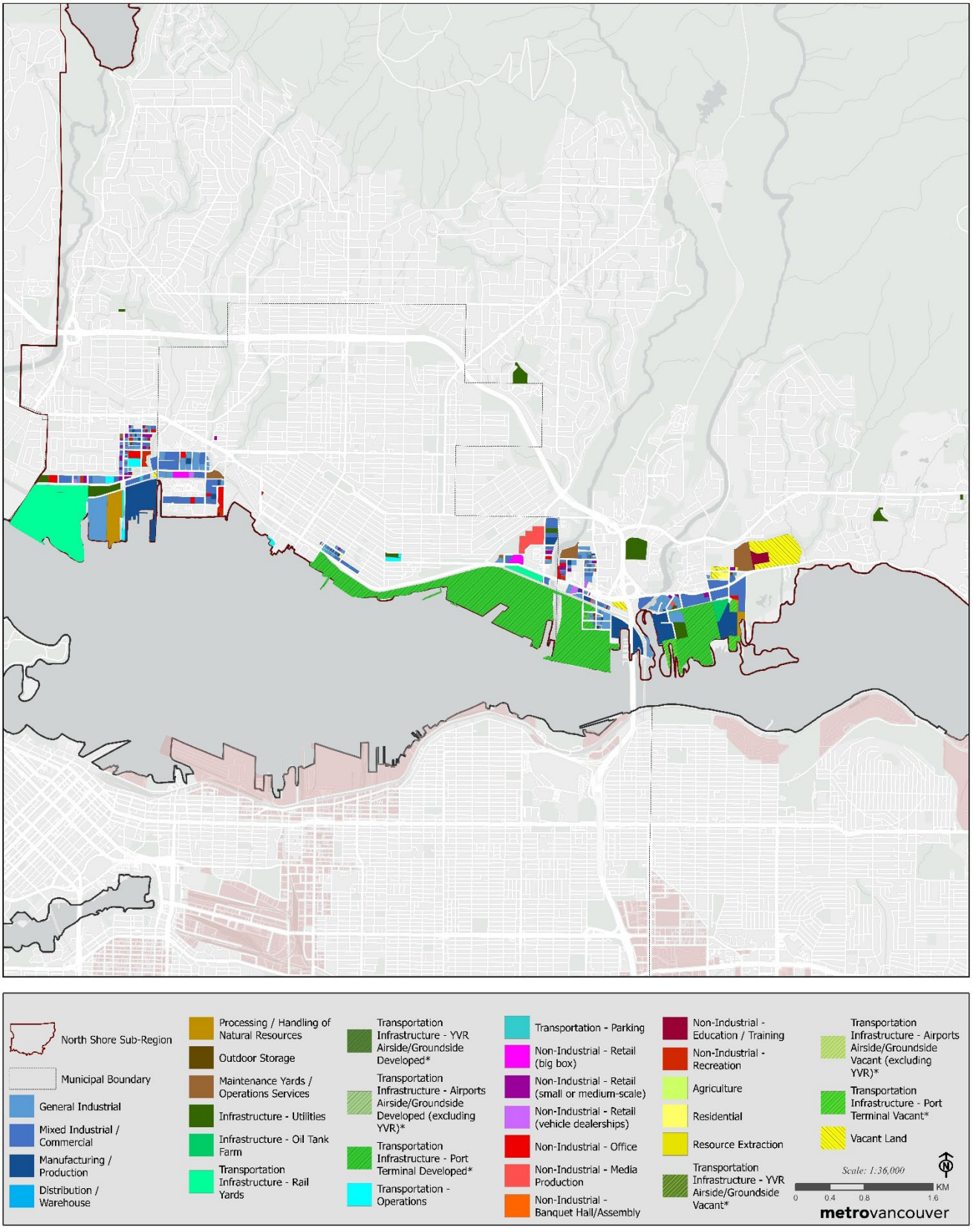


4.4 North Shore (North Vancouver City, North Vancouver District)

Total Inventory size	427 ha / 1,056 acres (4% of the regional Inventory)
Largest industrial areas	Port Terminals on the Burrard Inlet
Land uses	• Top land use classifications (by land area): Port Terminal Developed (155 ha), Rail Yards (56 ha), Mixed Industrial/Commercial (40 ha) • Compared to other sub-regions, the largest proportion of lands in the Large-Scale Infrastructure/Transportation category • Compared to the region as a whole, a lower proportion of lands in the Building-Intensive Industrial and Other/Vacant Lands categories
Land ownership	41% private / 1% railway / 59% governments
Land tenure	4% strata

Site sizes	• Average parcel size 1 ha (smaller than regional average 1.4 ha)
	• Land distributed by parcel size as follows:
	  ○ 17% under 1ha
	  ○ 20% 1-4.9 ha
	  ○ 64% 5ha+

Figure 13: Map of North Shore Sub-Region Inventory by Land Use Classification

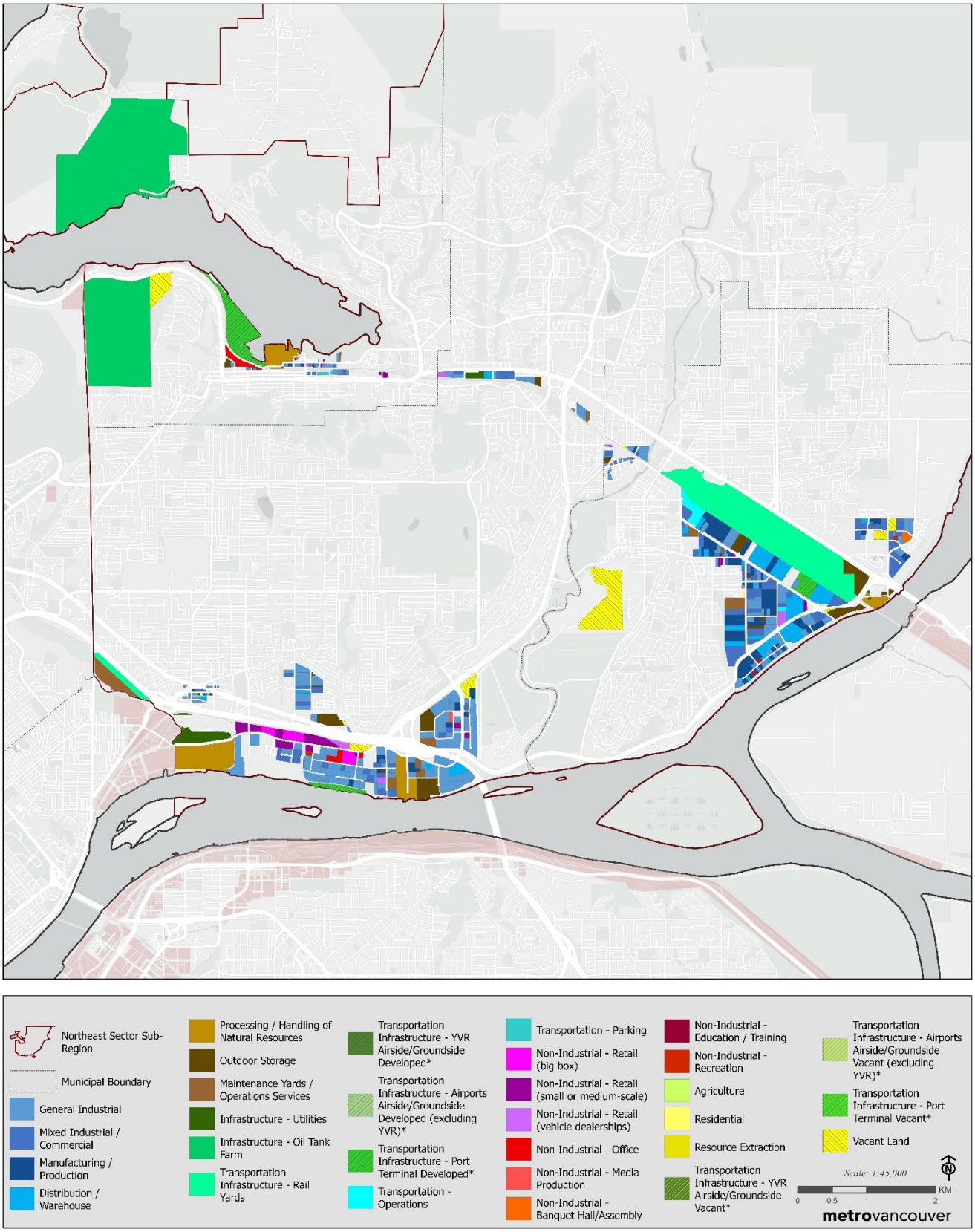


4.5 Northeast Sector (Coquitlam, Port Coquitlam, Port Moody)

Total Inventory size	1,210 ha / 2,990 acres (10% of the regional Inventory)
Largest industrial areas	• Mary Hill, Port Coquitlam (396 ha / 979 acres) • Pacific Reach/Cape Horn, Coquitlam (305 ha / 754 acres) • Ioco, Port Moody (230 ha / 569 acres) • St John's/Barnett Highway, Port Moody (212 ha / 525 acres)
Land uses	• Top land use classifications (by land area): Oil Tank Farm (376 ha), General Industrial (176 ha), Rail Yards (150 ha) • Compared to the region as a whole, a higher proportion of lands in the Large-Scale Infrastructure/Transportation and Land-Intensive Industrial categories, and a low proportion of Other/Vacant lands
Land ownership	76% private / 13% railway / 11% governments
Land tenure	5% strata

Site sizes	• Average parcel size 2.1 ha (larger than regional average 1.4 ha)
	• Land distributed by parcel size as follows:
	  ○ 13% under 1ha
	  ○ 23% 1-4.9 ha
	  ○ 64% 5 ha+

Figure 14: Map of Northeast Sector Sub-Region Inventory by Land Use Classification



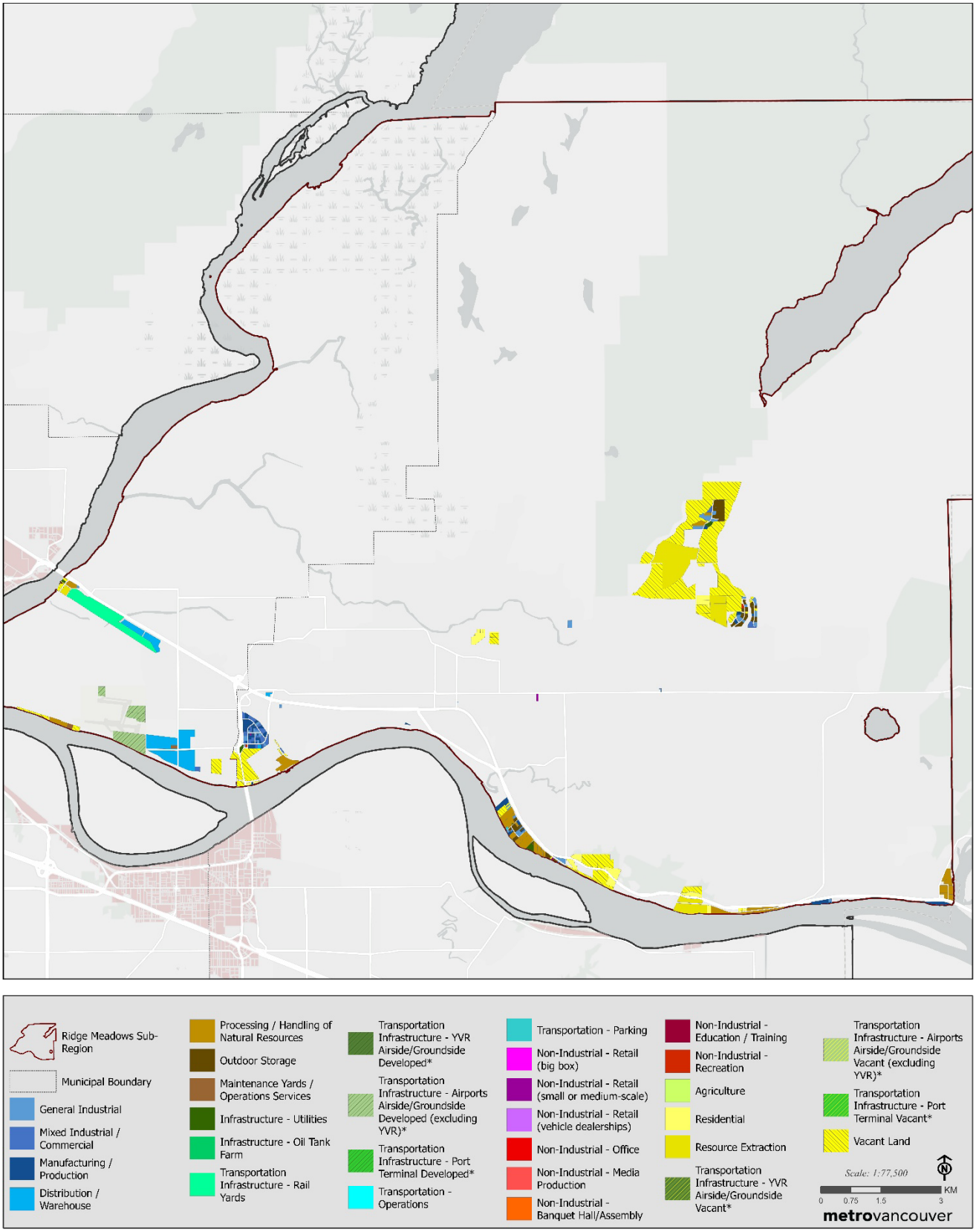
4.6 Ridge Meadows (Maple Ridge, Pitt Meadows)

Total Inventory size	986 ha / 2,436 acres (8% of the regional Inventory)
Largest industrial areas	• 256 Street, Maple Ridge (442 ha / 1,093 acres) • Southeast Maple Ridge Waterfront (200 ha / 493 acres) • Pitt Meadows Airport (147 ha / 364 acres)
Land uses	• Top land uses classifications (by land area): Vacant Land (388 ha), Resource Extraction (135 ha), Distribution/Warehouse (93 ha) • Highest proportion of Other/Vacant category lands in the region, at 58% of lands (compared to regional average of 17% of lands). This forms the second largest share of the region's Vacant lands (28%)[6] • The remainder of lands are mostly in Building-Intensive Industrial, Large-Scale Infrastructure/Transportation, and Land-Intensive Industrial use categories
Land ownership	73% private / 7% railway / 19% governments
Land tenure	2% strata (lowest in the region)

Site sizes	• Average parcel size 3.2 ha (largest in the region)
	• Land distributed by parcel size as follows:
	  ○ 8% under 1ha
	  ○ 18% 1-4.9 ha
	  ○ 74% 5ha+

[6] The amount of Other/Vacant industrial lands in Maple Ridge has increased since the Inventory date of July 1, 2025, with the designation of significant new industrial lands at North 256 Street.

Figure 15: Map of Ridge Meadows Sub-Region Inventory by Land Use Classification

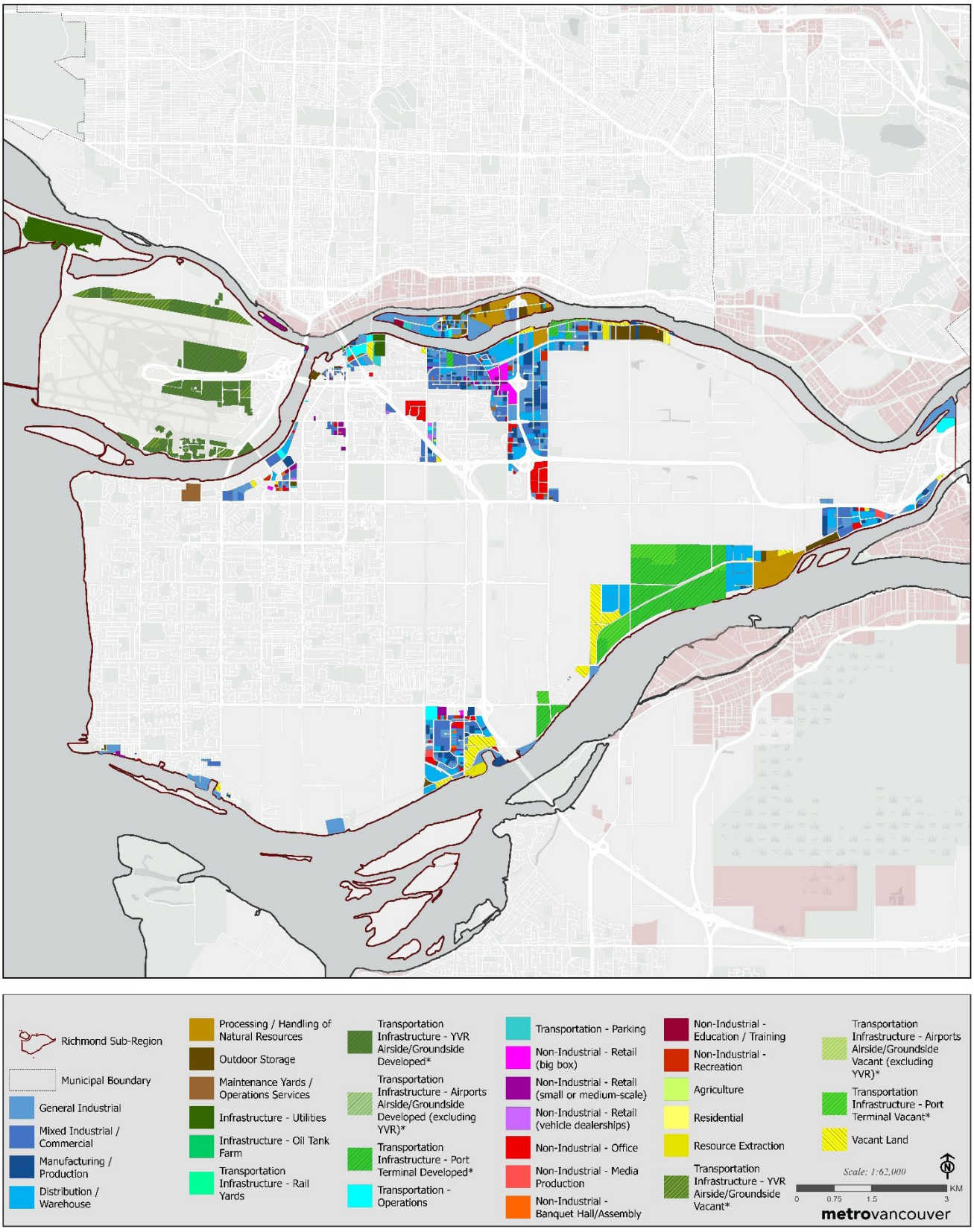


4.7 Richmond (including YVR Sea Island)

Total Inventory size	1,738 ha / 4,295 acres (14% of the regional Inventory)
Largest industrial areas	• Fraser Port (471 ha / 1,164 acres) • YVR (320 ha / 790 acres) • Bridgeport (268 ha / 663 acres)
Land uses	• Top land use classifications (by land area): Port Terminal Developed (249 ha), General Industrial (239 ha), Distribution/Warehouse (213 ha), YVR Airside/Groundside Developed (203 ha) • Of all the sub-regions, Richmond's mix of uses is most similar to the region as a whole, though there is a slightly higher proportion of lands in the Commercial category and lower proportion of lands in the Other/Vacant category
Land ownership	56% private / 44% governments
Land tenure	10% strata (highest in the region)

Site sizes	• Average parcel size 1.6 ha (similar to regional average 1.4 ha)
	• Land distributed by parcel size as follows:
	  ○ 17% under 1ha
	  ○ 39% 1-4.9 ha
	  ○ 44% 5 ha+

Figure 16: Map of Richmond Sub-Region Inventory by Land Use Classification

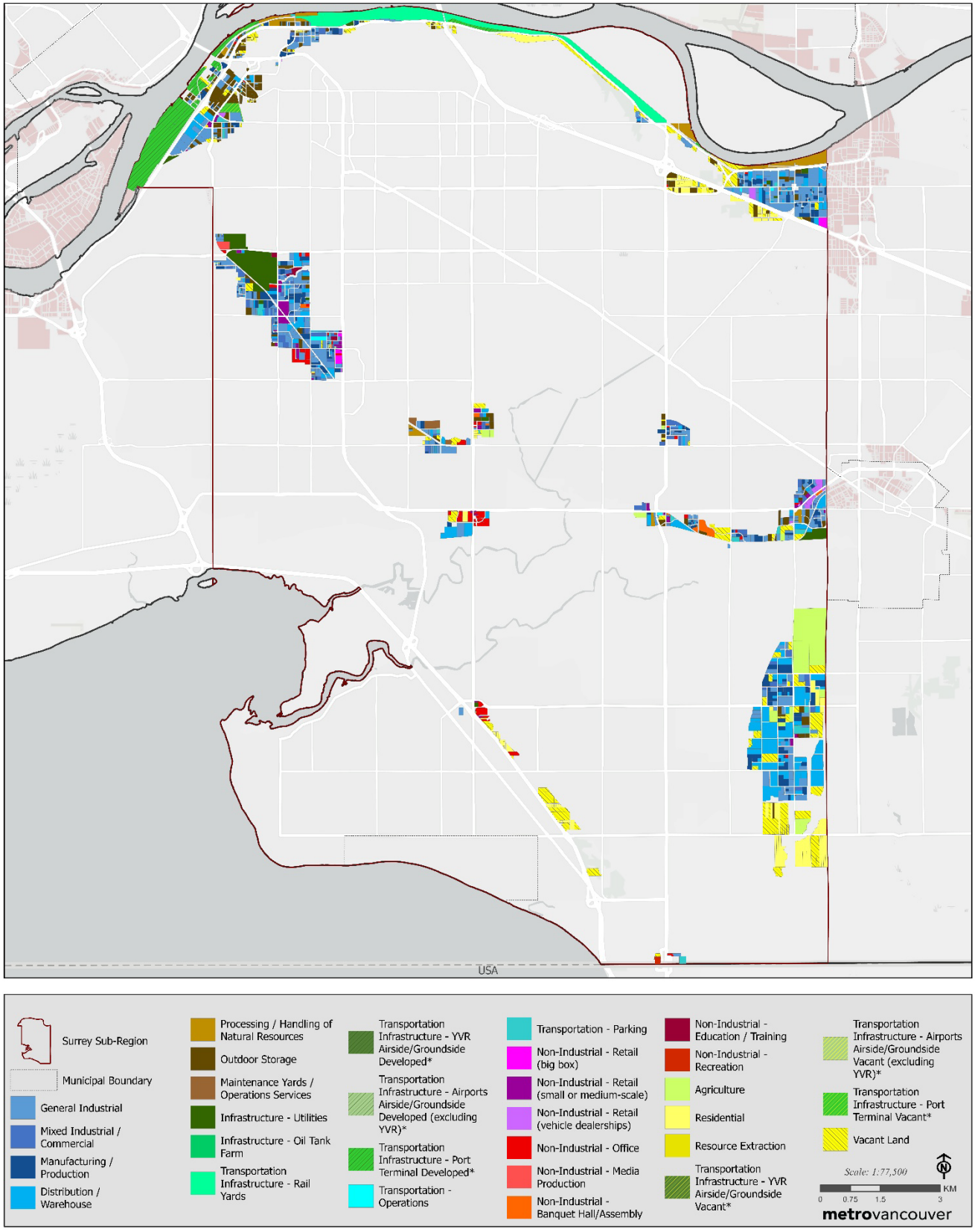


4.8 Surrey

Total Inventory size	2,713 ha / 6,704 acres (22% of the regional Inventory, largest in the region)
Largest industrial areas	• Campbell Heights (770 ha / 1,902 acres) • Newton (449 ha / 1,110 acres) • Bridgeview (343 ha / 847 acres) • South Westminster (341 ha / 842 acres)
Land uses	• Top land use classifications (by land area): General Industrial (493 ha), Distribution/Warehouse (347 ha), Vacant Land (285 ha) • This sub-region has the largest share of the region's Vacant lands (31%), with over half at the growing Campbell Heights industrial area, and Outdoor Storage lands (38%) • Compared to the region as a whole, a larger proportion of lands in the Other/Vacant category and a smaller proportion of Large-Scale Infrastructure/Transportation
Land ownership	70% private / 7% railway / 23% governments
Land tenure	8% strata (second highest in the region)

Site sizes	• Average parcel size 1.4 ha (same as regional average)
	• Land distributed by parcel size as follows:
	  ○ 19% under 1ha
	  ○ 43% 1-4.9 ha
	  ○ 38% 5ha+

Figure 17: Map of Surrey Sub-Region Inventory by Land Use Classification

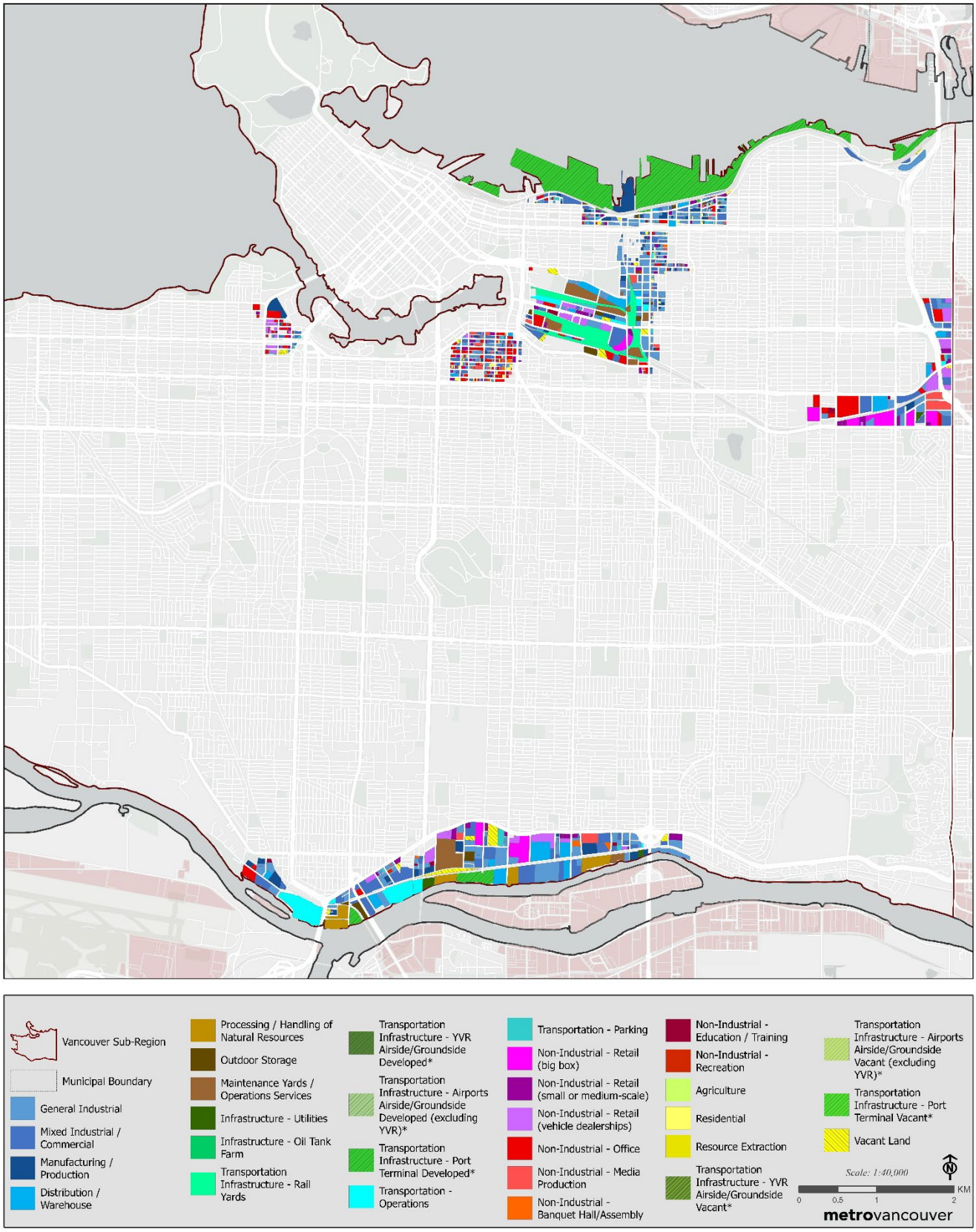


4.9 Vancouver

Total Inventory	641 ha / 1,585 acres (5% of the regional Inventory)
Largest industrial areas	• Marine Drive – South Vancouver (220 ha / 544 acres) • Vancouver Waterfront (125 ha / 309 acres) • False Creek Flats (99 ha / 245 acres) • Grandview/Boundary (79 ha / 194 acres)
Land uses	• Top land use classifications (by land area): Port Terminal Developed (127 ha), General Industrial (99 ha), Mixed Industrial/Commercial (78 ha) • Compared to the region as a whole, the highest proportion of lands in the Retail and Commercial (non-industrial) categories, a higher than average proportion of land in the Transportation Operations/Parking land use category • Lowest proportion of Other/Vacant lands in the region
Land ownership	63% private / 5% railway / 32% governments
Land tenure	5% strata

Site sizes	• Smallest average parcel size in the region (0.4 ha)
	• Land made up of different parcel sizes as follows:
	  ○ 37% under 1ha
	  ○ 30% 1-4.9 ha
	  ○ 33% 5 ha+

Figure 18: Map of Vancouver Sub-Region Inventory by Land Use Classification



5 Industrial Lands Change Over Time

This section summarizes changes from the 2020 Inventory. Although detailed comparison with earlier Inventories is limited due to changes in methodology, some high-level trends are identified.

5.1 Inventory Net Change

Between the 2020 and 2025, there was a net increase of 195 ha / 481 acres (2%) of Inventory land area (continuing a trend of net increase of ~250 ha in 2015-2020). Within this, some jurisdictions saw net increases and some saw net decreases (Table 4). As a result, Delta's share of regional Industrial lands increased (from 13% in 2020 to 16% in 2025), while Burnaby, Richmond, and Vancouver's decreased (by 1 percentage point each).

Table 4: Change in Industrial Lands by Jurisdiction, 2020-2025[7]

Jurisdiction	Lands 2020 (Ha)	Lands 2025 (Ha)	Net Change (Ha)	% Change
Surrey	2,534	2,713	179	7%
Maple Ridge	735	749	15	2%
Delta	1,881	1,894	13	1%
North Vancouver District	284	292	7	3%
Langley Township	912	918	7	1%
Port Coquitlam	439	445	6	1%
Tsawwassen First Nation	128	130	3	2%
New Westminster	198	201	2	1%
North Vancouver City	136	136	0	0%
Port Moody	444	443	-2	0%
Richmond	1,740	1,738	-2	0%
Langley City	85	82	-2	-3%
Pitt Meadows	239	237	-2	-1%
Coquitlam	326	322	-3	-1%
Vancouver	649	641	-8	-1%
Burnaby	1,144	1,126	-18	-2%
Total	**11,873**	**12,067**	**195**	**2%**

[7] Note that the 2020 land areas reported in this chapter differ slightly from those reported in the published 2020 Inventory, as they have been corrected for errors discovered during the preparation of the 2025 Inventory.

5.2 Lands Added to the Inventory

Since 2020, a total of 238 ha / 589 acres of new Industrial parcels were added to the Inventory.

As of July 1, 2025, 40% of this new land area was in Residential use, 40% was Vacant, 10% was in Industrial use, and 5% was in Agricultural use (Table 5). These lands were added to the Inventory because their local designation (OCP, area plan, or equivalent) changed to Industrial, signalling a long-term intention for the lands to be redeveloped for industrial use.

Most new parcels were in the south and east of the region (consistent with the location of major additions between 2010-2020). Major additions were in Campbell Heights (154 ha of new parcels), located in the south-east of Surrey. Other notable additions were in Delta (Tilbury, 22 ha) and Maple Ridge (Yennadon, 16 ha) (Table 6).

Table 5: Parcels Added to the 2025 Inventory by Land Use Classification

Land Use Classification (2025)	Land Use Category	Land Area (Ha)	% of added parcel land area
Residential	Other/Vacant	96.5	40%
Vacant Land	Other/Vacant	94.2	40%
Outdoor Storage	Land-Intensive Industrial	14.8	6%
Agriculture	Other/Vacant	11.5	5%
Maintenance Yards/Operations Services	Land-Intensive Industrial	5.8	2%
Retail (small or medium-scale)	Retail Uses	4.8	2%
Education/Training	Commercial Uses	2.6	1%
Port Terminal Developed	Large-Scale Infrastructure/Transportation	2.1	1%
Office	Commercial Uses	1.8	1%
Recreation	Commercial Uses	1.1	<1%
Utilities	Large-Scale Infrastructure/Transportation	1.0	<1%
General Industrial	Building-Intensive Industrial	0.8	<1%
Retail (big box)	Retail Uses	0.7	<1%
Parking	Transportation Operations/Parking	0.5	<1%
Retail (vehicle dealerships)	Retail Uses	0.1	<1%
Total		**238.4**	**100%**

Table 6: Notable Industrial Parcel Additions by Industrial Area, 2020-2025 (>5 ha)

Industrial Area	Jurisdiction	Parcels Added (Ha)
Campbell Heights	Surrey	154.4
Tilbury	Delta	22.3
Yennadon	Maple Ridge	16.0
North Shore	North Vancouver District	8.6
Still Creek	Burnaby	7.0
Bridgeview	Surrey	6.4

5.3 Lands Removed from the Inventory

Since 2020, a total of 83 ha / 205 acres of parcels were removed from the Inventory. This was mostly due to local policy changes (92%) (Table 7). Key characteristics of removed lands are:

- Parcels removed from the Inventory were proportionally more likely to be in the Other/Vacant land use category (23% of removed parcel area, compared to 18% of the overall Inventory in 2020).
- 65% of removed parcel area had been developed for industrial use in 2020. The top industrial land use classifications of removed parcels were Manufacturing/Production (19ha), Infrastructure – Utilities (11ha), General Industrial (9ha), and Parking (7ha) (Table 8).
- 59% of the lands removed from the Inventory were regionally designated as General Urban and therefore might be expected to turnover to a non-industrial use in the future. However, 28% of the removed lands were regionally designated Industrial and Employment, which were identified for industrial uses.
- A higher proportion of removed lands was in Urban Centres compared to the Inventory overall (28% of removed parcel area was in Urban Centres, while only 5% of the 2020 Inventory was in Urban Centres).

Notable removals from the Inventory were Winston and Still Creek areas in Burnaby, Steveston in Richmond, False Creek Flats in Vancouver, and South Westminster in Surrey (Table 9).

Table 7: Reasons for Industrial Lands Removals, 2020-2025

Reason for Removal	Number of Parcels	Land Area (Ha)	Land Area (Ac)
Local Policy - Zoning Change	36	30.8	76.1
Local Policy - Zoning and OCP Change	24	24.9	61.5
Local Policy - OCP Change	27	20.1	49.6
Road Right-of-Way	4	4.8	11.8
Local Policy - OCP Change AND Change in Use - Developed to Other/Vacant	3	1.2	3.0
Change in Use - Developed to Other/Vacant	5	1.0	2.6
Total	**99**	**82.8**	**204.6**

Table 8: Removed Lands by Land Use (2020)

Land Use Classification (2020)	Land Area (Ha)
Manufacturing / Production	18.97
Vacant Land	15.67
Infrastructure - Utilities	11.27
General industrial	8.52
Transportation - Parking	7.11
Non-Industrial - Recreation	4.10
Distribution / Warehouse	3.90
Non-Industrial - Retail (vehicle dealerships)	3.25
Non-Industrial - Retail (big box)	1.80
Outdoor Storage	1.77
Transportation - Operations	1.68
Transportation Infrastructure - Port Terminal Vacant*	1.54
Residential	1.47
Non-Industrial - Retail (small or medium-scale)	0.94
Maintenance Yards / Operations Services	0.57
Non-Industrial - Media Production	0.15
Mixed Industrial / Commercial	0.11
Total	**82.81**

Table 9: Notable Industrial Land Removals by Major Industrial Area, 2020-2025 (>5 ha)

Industrial Area	Jurisdiction	Parcels Removed (Ha)
Winston	Burnaby	17.4
Steveston	Richmond	9.9
Still Creek	Burnaby	9.6
False Creek Flats	Vancouver	7.3
South Westminster	Surrey	6.7

5.4 Land Development and Absorption

Absorption refers to lands within the Inventory changing from Vacant to Developed, or vice versa, between 2020 and 2025.

Net absorption was 379 ha (935 acres), equating to an average annual absorption of 76 ha (187 ha). Net absorption includes:

- Gross positive land absorption (land that changed from Other/Vacant in 2020 to Developed in 2025) - 438 ha / 1,081 acres
- Gross negative land absorption (land that changed from Developed in 2020 to Other/Vacant in 2025) - 59 ha / 146 acres.

Net absorption in 2020-2025 was lower than 2015-2020 (97 ha per year) and 2005-2010 (93 ha per year), but in line with absorption in 2010-2015 (76 ha per year).

Absorbed lands are distributed throughout the region, most notably in Surrey (Campbell Heights), Burnaby (Big Bend), and Pitt Meadows.

Approximately half of lands developed over 2020-2025 were in Distribution/Warehouse use. Other notable land uses were Port Terminal and Outdoor Storage (Table 10).

Table 10: Lands Developed over the 2020-2025 Period by Land Use Classification (as of 2025)

Land Use Classification (2025)	Land Area (Ha)	% of land absorbed 2020-2025
Distribution/Warehouse	214.4	49%
Port Terminal Developed	57.9	13%
Outdoor Storage	44.5	10%
Transportation Infrastructure - Airports Airside/Groundside Developed	19.9	5%
Mixed Industrial/Commercial	19.8	5%
Manufacturing/Production	15.7	4%
General Industrial	11.5	3%
YVR Airside/Groundside Developed	11.3	3%
Parking	10.0	2%
Transportation Operations	9.9	2%
Non-Industrial - Banquet Hall/Assembly	9.4	2%
Utilities	4.5	1%
Maintenance Yards/Operations Services	2.5	1%
Office	2.4	1%
Retail (vehicle dealerships)	1.5	0%
Education/Training	1.0	0%
Retail (small or medium-scale)	0.7	0%
Processing/Handling of Natural Resources	0.5	0%
Media Production	0.0	0%
Retail (big box)	0.0	0%
Recreation	0.0	0%
Oil Tank Farm	0.0	0%
Rail Yards	0.0	0%
Total	**437.5**	**100%**

5.5 Changes in Inventory Land Use

Overall between 2020 and 2025, there was a 3% increase in Developed lands and a 4% decrease in Other/Vacant lands (Table 11). This arose from:

- **Net change in Industrial lands**: Developed and Other/Vacant Lands being added to or removed from the Inventory (as noted in Sections 5.1, 5.2, 5.3 above).
- **Net absorption:** Lands within the Inventory changing status (becoming Developed or 'Other/Vacant', noted in Section 5.4 above).

The reduction in area of Other/Vacant lands might reduce the amount of land with future industrial development potential, but assessing this depends on qualitative factors beyond the scope of the Inventory. If some of the Other/Vacant lands removed from the Inventory were less suited for industrial development, while the Other/Vacant lands added were more suitable, there could have been an increase in developable land.

There was not a significant change in the share of Industrial lands by land use categories. Building-Intensive Industrial remained the largest land use (40% in both 2020 and 2025), followed by Large-Scale Infrastructure/Transportation (25% in 2020, 27% in 2025), and Other/Vacant (18% in 2020, 17% in 2025).

Table 11: Net Change in Inventories Between 2020 and 2025

	2020 (Ha)	2025 (Ha)	Net Change (Ha)	% Change
Developed lands	9,759	10,040	281	3%
Other/Vacant lands	2,114	2,028	-86	-4%
Total	11,873	12,067	195	2%

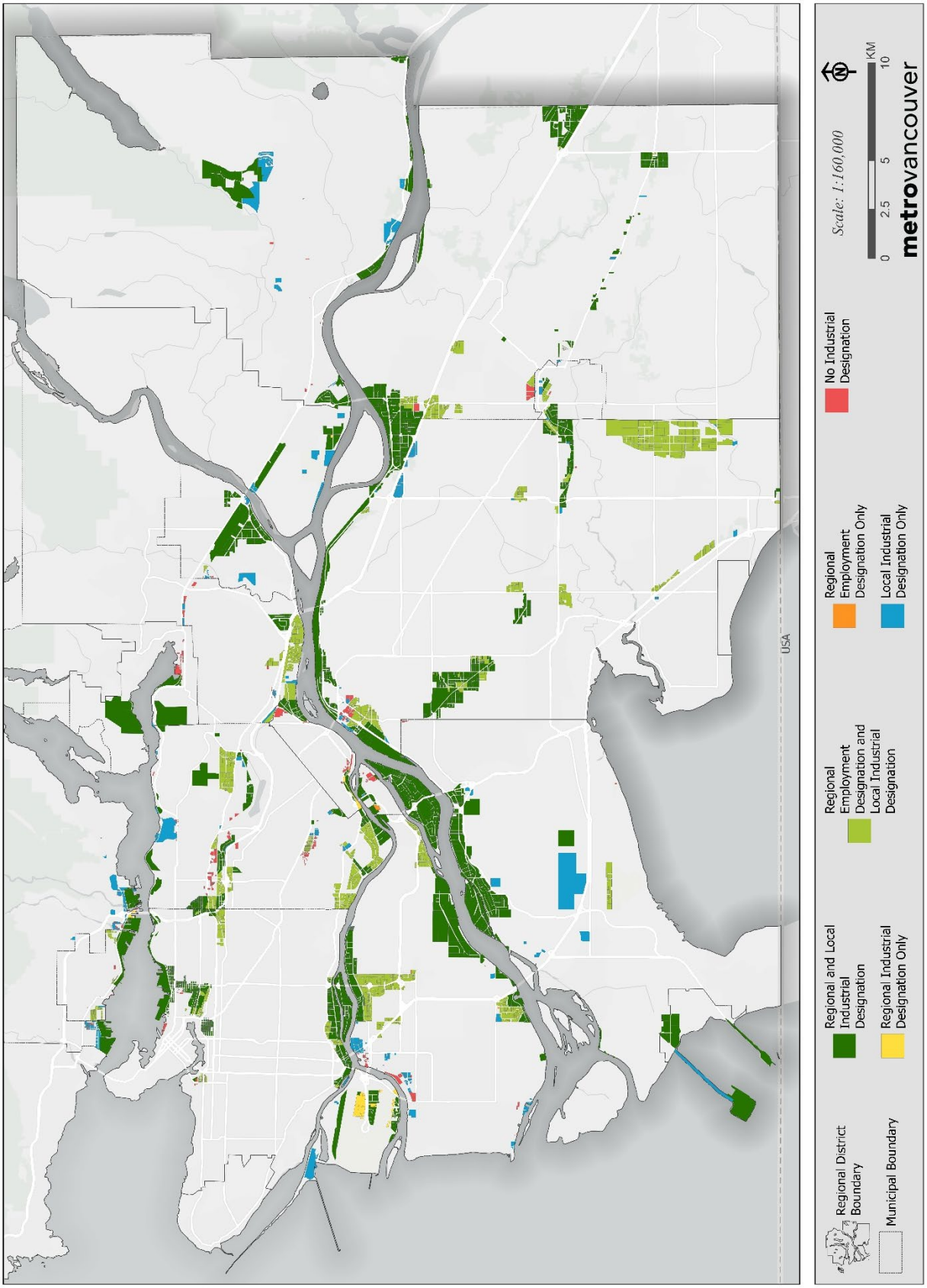
6 Policy Protection and Future Intent for Industrial Lands

Properties have different land use designations and zones for a variety of reasons, some reflecting historical or current uses and others reflecting forward-looking policy intent. Zoning generally reflects current land use, whereas designations generally reflect intended long-term/future land use.

Industrial lands that are designated as Industrial in the Regional Growth Strategy and in local plans (OCP, area plan, or equivalent) and that are also locally zoned industrial have the greatest policy 'protection' and are most likely to remain industrial for the long-term. Lands that are designated Employment are also protected, but these lands may accommodate a greater mix of uses, some non-industrial. Lands that are zoned industrial and currently used for industry but designated for another use are more likely and/or are intended to redevelop to a non-industrial use in the future.

The next sections provide details of the types of policy protection for the region's Industrial lands, summarized in Figure 19.

Figure 19: Map of Inventory Policy Protection



6.1 Regional Land Use Designations

87% of lands in the Inventory were regionally designated either Industrial (64%) or Employment (23%). Both designations provide protection for industrial uses. However, since the Employment designation permits a broader range of uses than Industrial, industrial uses on these lands face competition from commercial uses. Compared with the 2020 Inventory, the amount of land with regional Industrial and Employment designations has increased by 165 ha (2% increase).

Industrial lands designated General Urban, which comprised 7% of the Inventory, may be at higher risk of converting to other uses over the long-term (depending on the local policy designation, see Section 6.2).

There is some sub-regional variation. In the Vancouver, Delta/Tsawwassen First Nation, Langleys and Northeast Sector sub-regions, more than 70% of Industrial lands were regionally designated Industrial. On the other hand, 43% of Surrey's Industrial lands were Employment designated. The sub-region with the highest proportion of General Urban-designated Industrial lands was the North Shore (26%). Ridge Meadows and Delta/Tsawwassen First Nation have the highest proportions of Industrial lands designated Rural, Agricultural, or Conservation Recreation (Table 12).

Table 12: Regional Designation by Sub-Region (% of Industrial Inventory lands)

Sub-Region	Industrial	Employment	General Urban	Rural/Agricultural/Conservation Recreation
Burnaby/New Westminster	46%	36%	17%	1%
Delta/Tsawwassen First Nation	76%	3%	2%	19%
Langleys	73%	22%	5%	1%
North Shore	65%	9%	26%	0%
Northeast Sector	72%	19%	6%	3%
Richmond	63%	24%	9%	4%
Ridge Meadows	68%	0%	10%	22%
Surrey	52%	43%	4%	0%
Vancouver	78%	20%	2%	0%
Metro Vancouver	**64%**	**23%**	**7%**	**6%**

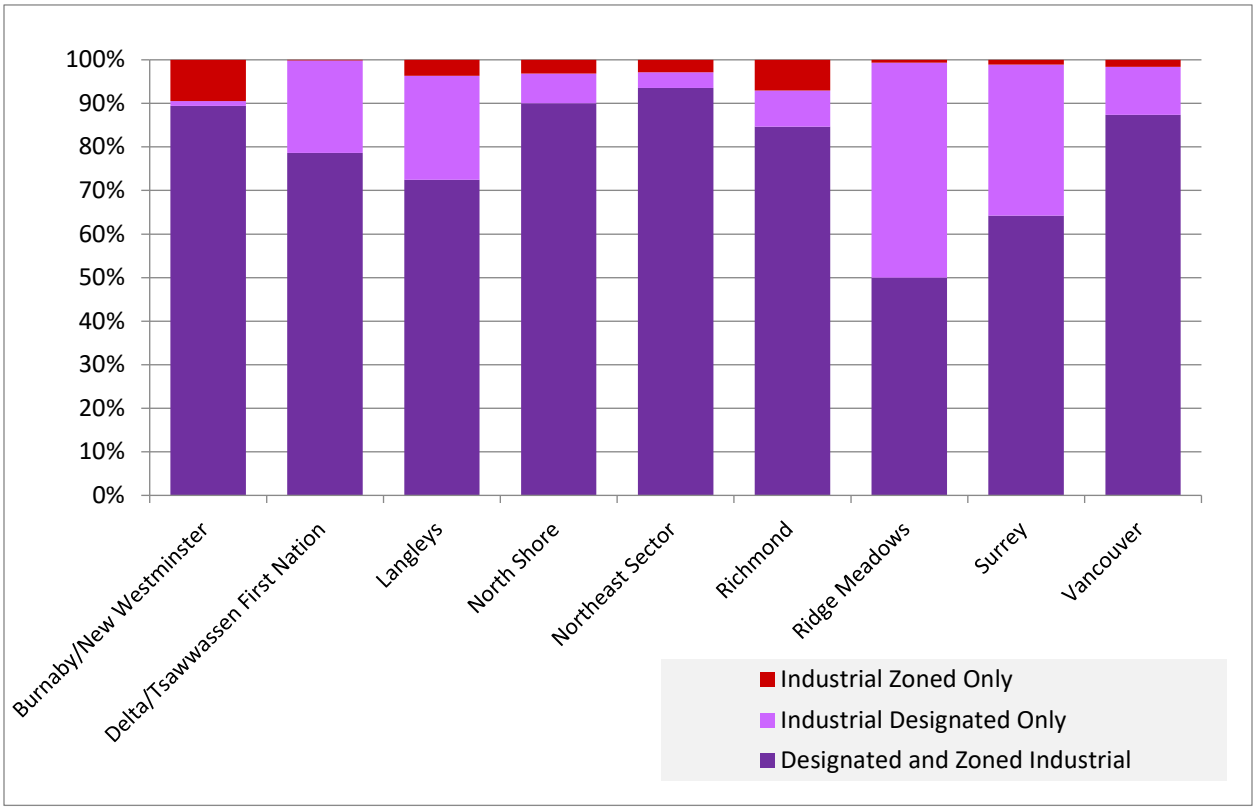
6.2 Local Land Use Designations and Zoning

97% of lands in the Inventory were locally designated industrial (in OCP or equivalent), securing the use of land for industrial activities in the long-term. 77% of all lands were designated and zoned industrial, while 20% were designated but not zoned industrial.

3% of lands were zoned industrial but not locally designated industrial, indicating that industrial uses are expected to be replaced with non-industrial uses in the long-term. 170 ha of these lands were in Building-Intensive Industrial use, 110 ha in Large-Scale Infrastructure/Transportation use, and 50 ha in Land-Intensive Industrial use.

Sub-regions with higher proportions of non-designated Industrial lands were Burnaby/New Westminster (9% of lands) and Richmond (7% of lands) (Figure 20).

Figure 20: Local Designation and Zoning by Sub-Region



6.3 Industrial Lands in Urban Centres

5% of the Inventory is located within Urban Centres, which are identified in *Metro 2050*, the regional growth strategy, as compact, transit-oriented areas intended to accommodate concentrated growth and development, including housing and employment. Although forming a small proportion of the regional total, Industrial lands in Urban Centres play an important role in enabling access to diverse jobs for residents and to a large labour pool and customers for businesses, and shorter commuting and goods movement that reduce costs and greenhouse gas emissions. These lands may face greater pressure to redevelop to deliver housing or commercial uses with higher job densities.

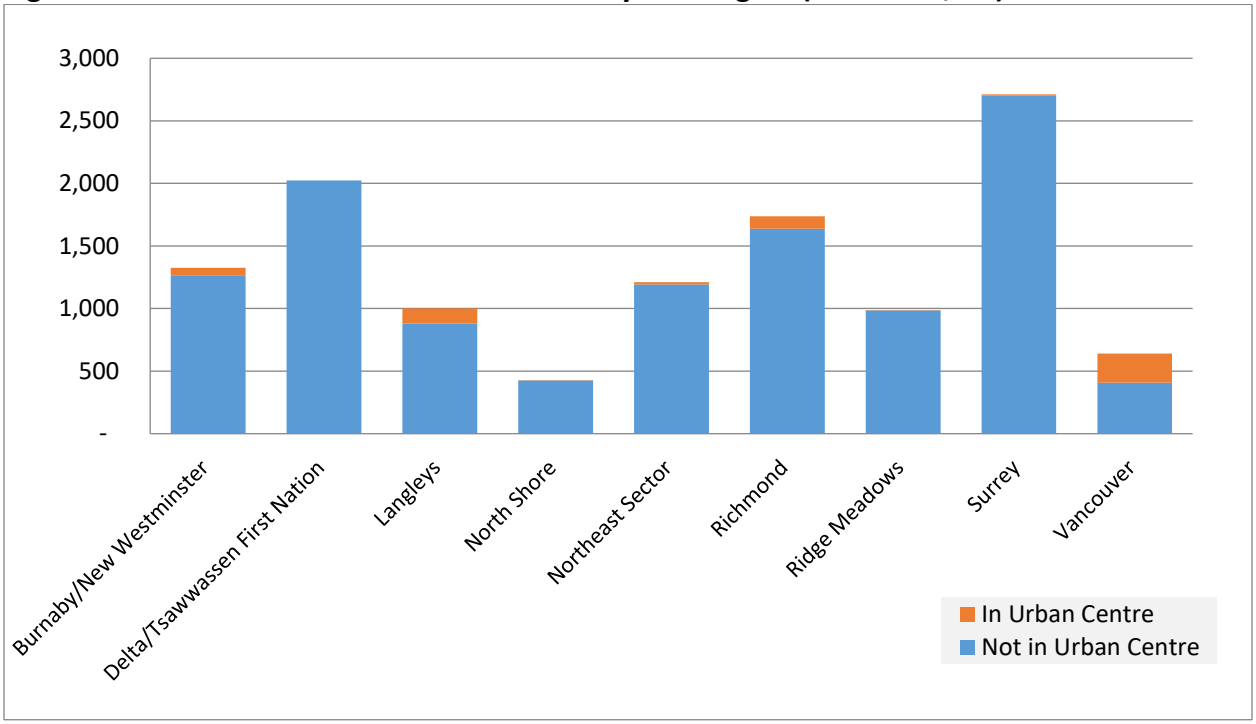
Vancouver had the highest proportion of its Industrial lands located in Urban Centres (36%), followed by Langleys (12%) (Figure 21).

Key characteristics of Industrial lands located in Urban Centres are:

- A lower proportion are Regionally Designated Industrial or Employment (62%, compared with 87% for the overall Inventory), with 38% Regionally Designated General Urban.
- A lower proportion are locally designated industrial (79% compared with 97% for the overall Inventory).

- A higher proportion are in Building-Intensive Industrial use (48%) and Retail or Commercial use (16%) and a lower proportion are Other/Vacant (3%). The inventory-wide land use shares are: Building-Intensive Industrial 40%, Retail or Commercial 6%, Other/Vacant 17%.

Figure 21: Industrial Land and Urban Centres by Sub-Region (Land Area, Ha)



7 Land with Future Industrial Development Potential

As noted in Section 3.2, 17% of the Inventory (2,028 ha) is Other/Vacant lands – either totally vacant or with non-industrial uses with the potential to redevelop to industrial uses. This section reviews their characteristics in detail.

7.1 Geographic Distribution of Other/Vacant Lands

The distribution of Other/Vacant lands by sub-region varies greatly, with few in Vancouver and the North Shore, and more in the southern and eastern parts of the region (Figure 22, Figure 23). Major Other/Vacant lands include:

- Tsawwassen First Nation lands that abut the Roberts Bank Terminal and that are accessible by the South Fraser Perimeter Road
- Campbell Heights in south-east Surrey
- North-east Maple Ridge.

The lands vary in their proximity major transportation infrastructure, such as port terminals, highway interchanges, and airports, which affects their suitability for industrial activities. Less than 1% of Other/Vacant lands are located in Urban Centres (compared to 5% of Developed Lands).

Figure 22: Other/Vacant Lands Distribution by Sub-Region (Ha)

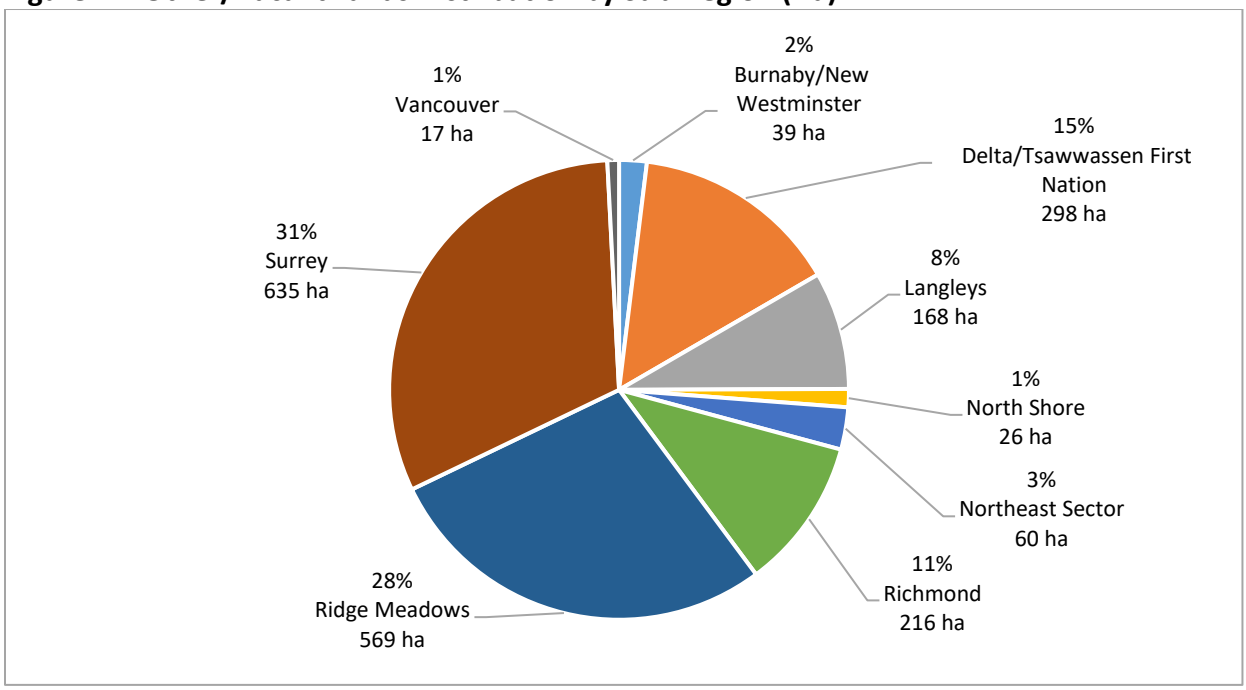
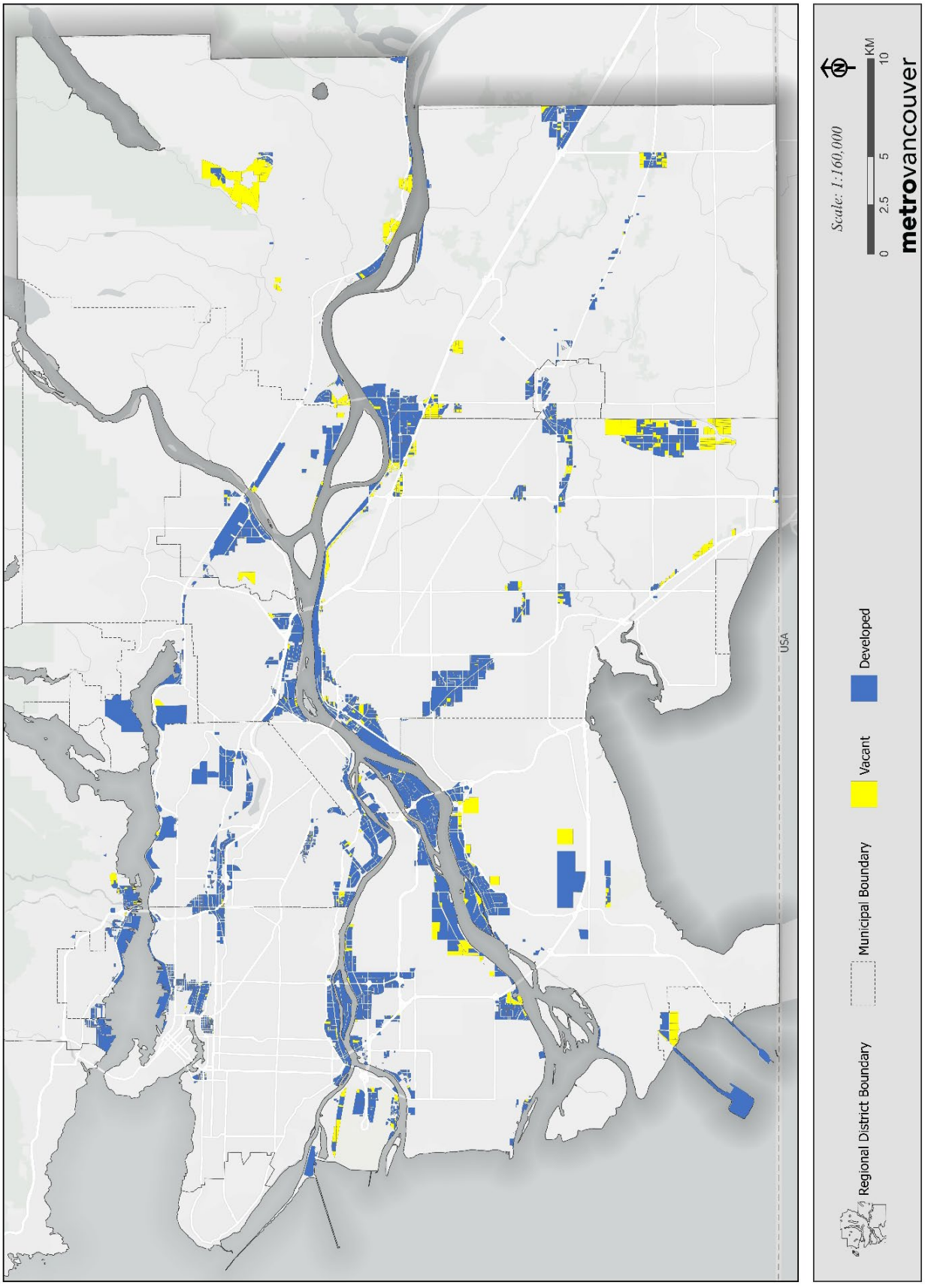


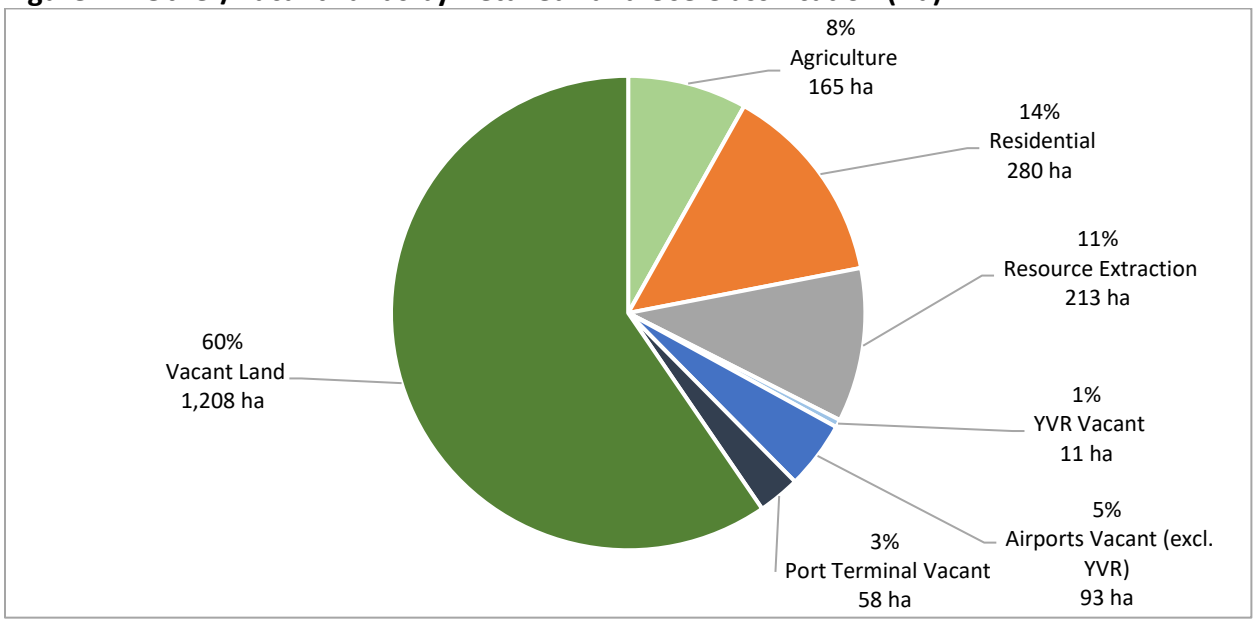
Figure 23: Map of Inventory by Developed and Vacant Status



7.2 Uses on Other/Vacant Lands

Other/Vacant lands comprise six land use categories: 60% were completely vacant, 14% 'Residential', 10% 'Resource Extraction', and 8% 'Agriculture' (Figure 24). All Other/Vacant lands are intended for long-term industrial use, with local industrial designations, though the scope for redevelopment of existing land uses to industrial uses depends largely on site-specific factors that are outside of the scope of the Inventory.

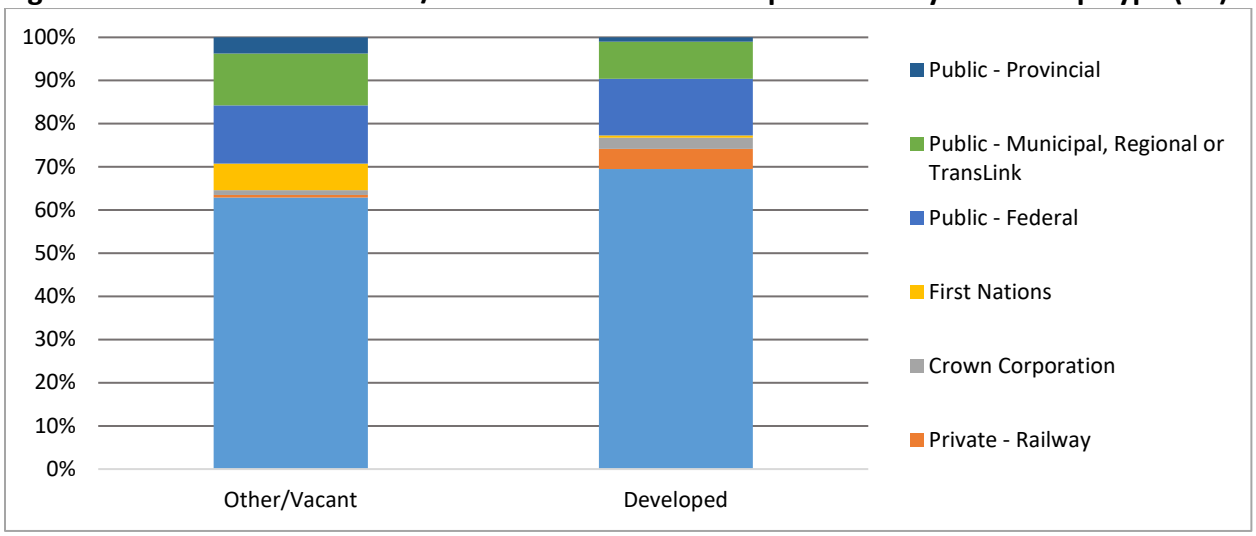
Figure 24: Other/Vacant Lands by Detailed Land Use Classification (Ha)



7.3 Other/Vacant Land Ownership

63% of Other/Vacant lands were privately owned, 35% were owned by various levels of government, and 1% were private railway lands (Figure 25). Compared to Developed lands, more Other/Vacant lands were in public ownership.

Figure 25: Distribution of Other/Vacant Lands and Developed Lands by Ownership Type (Ha)



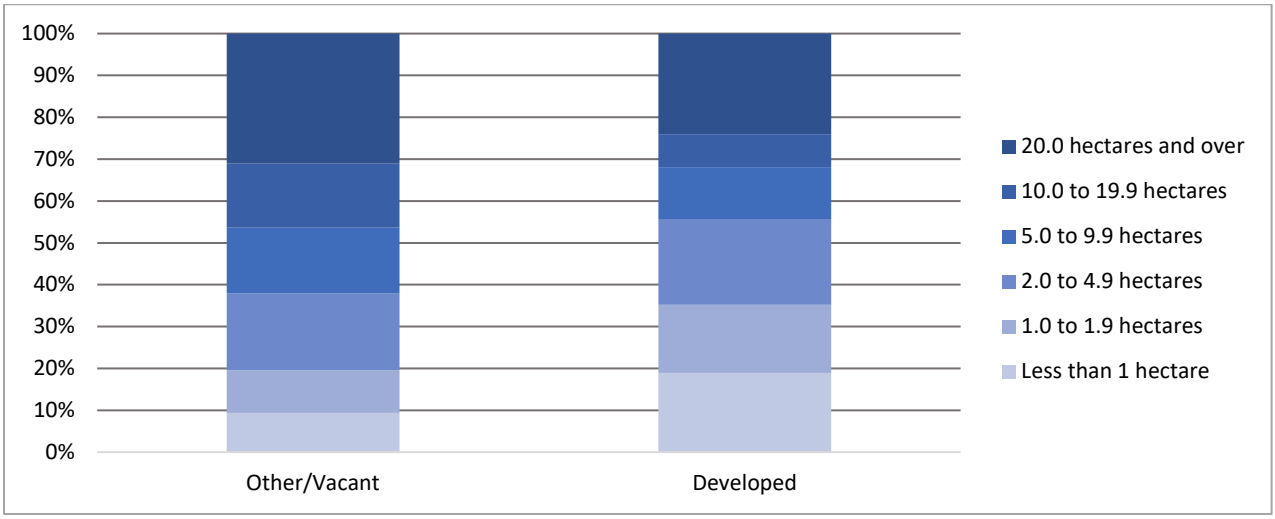
7.4 Other/Vacant Site Sizes

Other/Vacant lands tend to be larger than Developed sites, as follows (Figure 26):

- 9% of Other/Vacant lands were within small sites under 1 ha (total of 709 sites), compared with 19% of Developed lands.
- 29% of Other/Vacant lands were within medium sites of 1-4.9 ha (total of 260 sites), compared with 37% of Developed lands.
- 62% of Other/Vacant lands were within large sites above 5 ha (total of 79 sites), compared with 44% of Developed lands.

Larger Other/Vacant sites may be suitable for strategic, trade-oriented industrial uses when they are located in areas with good accessibility, such as those in Delta/Tsawwassen First Nation and Surrey.

Figure 26: Distribution of Other/Vacant Lands and Developed Lands by Site Size (Ha)



7.5 Policy Protection for Other/Vacant Lands

Other/Vacant lands are included in the Inventory only if they are locally designated industrial. Regarding the other policy protections for Other/Vacant lands:

- 81% of Other/Vacant lands are regionally designated either Industrial or Employment. While most benefit from regional protection, this is slightly lower than for Developed lands (88%).
- 68% of Other/Vacant lands are not zoned for industrial use, which aligns with the fact that these lands are not currently in industrial use, but have been designated for future industrial use. A rezoning would be required to bring forward industrial development on these sites.
- 32% of Other/Vacant lands are zoned for industrial use. Development of industrial uses may have been planned but not commenced at the time of the Inventory, or could be stalled due to site-specific factors (for example, site or market conditions).

8 Conclusion

The 2025 Industrial Lands Inventory shows that Metro Vancouver's industrial land base increased between 2020 and 2025 and remains largely protected for long-term industrial use through local and regional land use designations. Industrial lands play a critical role in supporting the region's economic growth, employment base, local businesses, and trade gateway functions associated with the Port and Airport. While the Inventory provides important information on the supply and distribution of industrial lands, additional analysis would be needed to assess whether the current supply is sufficient to accommodate projected employment growth and evolving industrial space needs through 2051.

While the Inventory shows a net increase in industrial land supply, the implications for short- and medium-term industrial capacity are less clear. Most lands removed from the Inventory had been developed for industrial use, indicating some displacement of existing industrial activities. In contrast, most lands added to the Inventory were vacant or in residential use and are intended to support future industrial development. The Inventory does not assess the timing, feasibility, or constraints associated with bringing these lands into industrial use.

The Inventory also suggests a potential shift in the geographic distribution of industrial lands. Lands removed from the Inventory were more likely to be located in Urban Centres with strong transportation and transit accessibility, while some newly added lands are located in less accessible areas. If these trends continue, they could affect worker access, goods movement efficiency, transportation costs, and greenhouse gas emissions associated with longer travel distances. The location and accessibility of industrial lands may be as important as the overall quantity of land available, particularly for industries that depend on access to labour, transportation networks, the Port, and the Airport.

Finally, lands with potential for future industrial development are concentrated in the southern and eastern parts of the region and include a relatively high proportion of large sites compared with the Inventory overall. These lands may provide opportunities to accommodate future industrial growth, including trade-oriented and logistics uses. However, their suitability and timing for development depend on site-specific conditions that are outside the scope of the Inventory.

Metro Vancouver 2025 Industrial Lands Inventory: Appendices

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

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Appendix 1: Land Use Classification Definitions

Land use classification definitions are for the current primary or predominant use of the site (independent of policy designations).

Land Use Category	Detailed Land Uses and Definitions
Building-Intensive Industrial	• **General Industrial**: Heavy and light industrial uses including repair activities (excluding those defined in the other land use classifications), and limited accessory uses, such as retail and office. • **Mixed Industrial/Commercial**: A property with multiple units such as flex space, with numerous and varied industrial, quasi-industrial, and commercial uses (includes self-storage facilities). • **Manufacturing/Production**: Conversion/transformation of raw materials or parts into finished goods (excluding processing/handling of natural resources). • **Distribution/Warehouse**: Specialized buildings that stock and handle goods to be redistributed, forming part of the logistics/supply network.
Land-Intensive Industrial	• **Processing/Handling of Natural Resources**: Activities such as lumber and saw mills, aggregates, and asphalt/concrete facilities (excluding uses that fall under Manufacturing/Production above). • **Outdoor Storage**: Ongoing and temporary land-intensive outdoor storage of materials, solid waste/recyclable goods, auto-wreckers/vehicle parts, truck/chassis storage, shipping containers, construction materials, and heavy equipment/machinery with no or limited buildings (excludes Port Terminal related storage/stockpiling). • **Maintenance Yards/Operations Services**: Works and laydown yards for storage and maintenance of road, construction, and maintenance equipment and supplies, and ambulance/fire truck/police stations.
Large-Scale Infrastructure/Transportation	• **Utilities**: Electricity, natural gas, telephone, cable, communication towers, power sub-stations, liquid and solid waste management facilities, data centres, and related functions. • **Oil Tank Farm:** Petroleum products transportation, storage, or processing, including refineries, and associated Hazard separation setback areas. • **Rail Yards**: Rail intermodal terminals and yards (excluding individual rail lines/corridors; rail spurs located on properties are classified as per the primary use of that property). • **Airside/Groundside Developed Lands (YVR and non-YVR)***: Airside lands are developed and reserved exclusively for airport-related activities (e.g. airplane maintenance and storage) requiring immediate access to runways and taxiways. Groundside lands are restricted Industrial lands that are developed and permit uses that are 'airport compatible' (e.g. couriers). Lands available for general market industrial use are not included in this classification. Runways and airfields are not included in the inventory. • **Port Terminal Developed Lands***: Developed lands forming part of the Vancouver Fraser Port Authority Land Use Plan.

Transportation Operations/Parking	• **Operations**: Parking/storage/maintenance of transit operations (including TransLink depots, bus loops/exchanges), tow truck facilities, and large taxi/coach operations located on Inventory lands. • **Parking**: Properties that are used exclusively for parking of vehicles without another primary use, in the form of either surface parking lots or structured parking facilities, where ownership is not associated with adjacent properties/businesses (excludes lands used for the temporary storage of newly imported vehicles, which is classified as 'Port Terminal Developed')
Retail (non-industrial)	• **Big Box**: Major stand-alone retail or wholesale units (chain stores or stores over 50,000 sq ft building sizes) and other commercial activities, and associated parking. • **Small or medium-scale**: Individual or multiple retail uses (under 50,000 sq ft building sizes) and associated parking. • **Vehicle dealerships:** New and used vehicle sales lots and business operations for showing, storing, and selling of vehicles (e.g. auto, trailer, boats) (excludes lands used for the temporary storage of newly imported vehicles, which is classified as 'Port Terminal Developed' and vehicle maintenance facilities which are 'General Industrial').
Commercial (non-industrial)	• **Office**: Stand-alone office building and associated parking, which may include retail uses on the ground level, and live-work units. • **Media Production**: Facilities used for production or broadcast of film/movies/videos, such as filming/recording studios, soundstages, equipment storage/rental (excludes software production offices). • **Banquet Hall/Assembly**: Assembly and accommodation facilities and associated parking, used for religious or non-religious large-scale assembly/gathering activities and events, short stay/temporary accommodation such as hotels, hostels and shelters. • **Education/Training**: Training, vocational school or other educational related facilities, which may or may not include a classroom component. • **Recreation**: Indoor or outdoor recreational uses, such as fitness facilities, racket clubs, and other recreational activities.
Other/Vacant	• **Agriculture**: Agricultural or farming relates uses (independent of Agricultural Land Reserve designation or BCAA Farm Class status), as a possible holding use for future conversion. • **Residential**: Residential use, typically older single detached houses, as a possible holding use for future conversion to industrial. In some cases other forms of residential that may limit the potential to redevelop the lands to industrial uses. • **Resource Extraction**: Earth extraction uses, such as aggregates/gravel/sand pits, and peat. • **Airside/Groundside Vacant (YVR and non-YVR)***: Undeveloped lands that otherwise match the descriptions of airside/groundside uses above. • **Port Terminal Vacant***: Undeveloped lands forming part of the Vancouver Fraser Port Authority Land Use Plan. • **Vacant land**: Lands that do not have any identified improvements or uses of any sort (either industrial or non-industrial).

*** Note on Airport and Port Lands:**

Airports

For the airports in the region (YVR, Pitt Meadows, Delta, and Langley), the runways and airfields are not included in the Inventory, nor are the terminal buildings/lands. Airside and groundside Industrial lands (Developed or Other/Vacant) are included in the Inventory. Most of the developed Industrial lands are used for airport maintenance and storage Hangers.

For YVR Vancouver Airport Authority on Sea Island, it is important to note that these lands are distinct in terms of ownership, use, and development potential. YVR is a federal jurisdiction and lands are not subject to municipal planning regulations or zoning. Development of land on Sea Island is subject to the YVR Land Use Plan (approved by the Minister of Transport), based on a land use hierarchy which prioritizes and safeguards land required for airport operations over the long term. It cannot be assumed that vacant sites on Sea Island are suitable, or will come forward, for industrial development, as they are subject to aeronautical zoning (which restricts the height of development in and around an active airport) and YVR's federal lease.

Ports

Port lands include a variety of different types of industrial and quasi-industrial uses and marine related activities, as well as lands owned by the port and leased to tenants with port-associated activities. The Port of Vancouver Land Use Plan indicates how these lands are to be used.

For the various port facilities fronting the ocean and river, the port terminal and docks are included in the Inventory as 'Transportation Infrastructure – Port Terminal', either Developed or 'Vacant'. Surrounding non-port lands are classified according to their predominate use. Water lots do not Have any land use classification and are not included in the Inventory.

Appendix 2: Maps

Figure 1 Inventory Sub-Regions and Major Industrial Areas

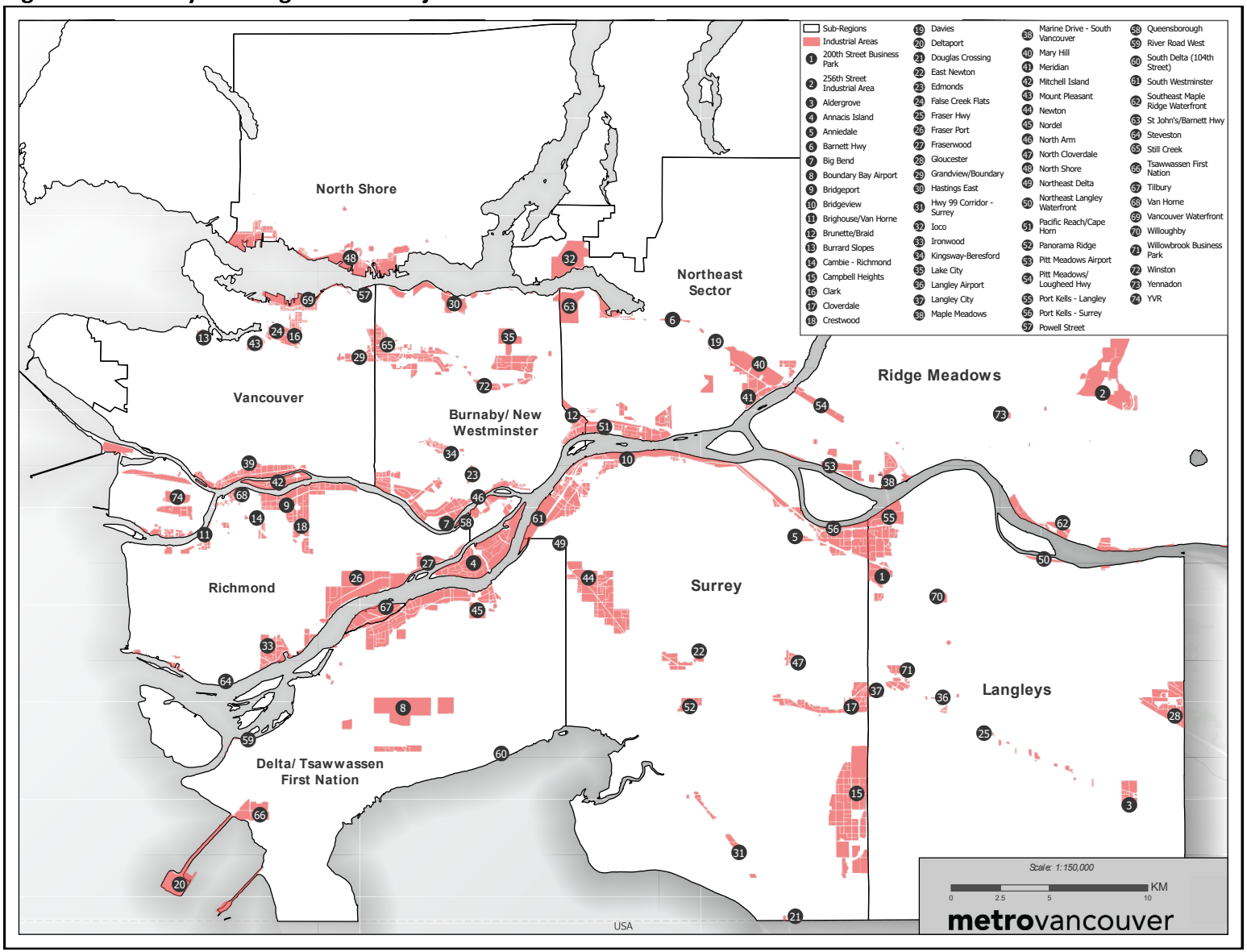


Figure 2 Inventory by Developed and Vacant Status

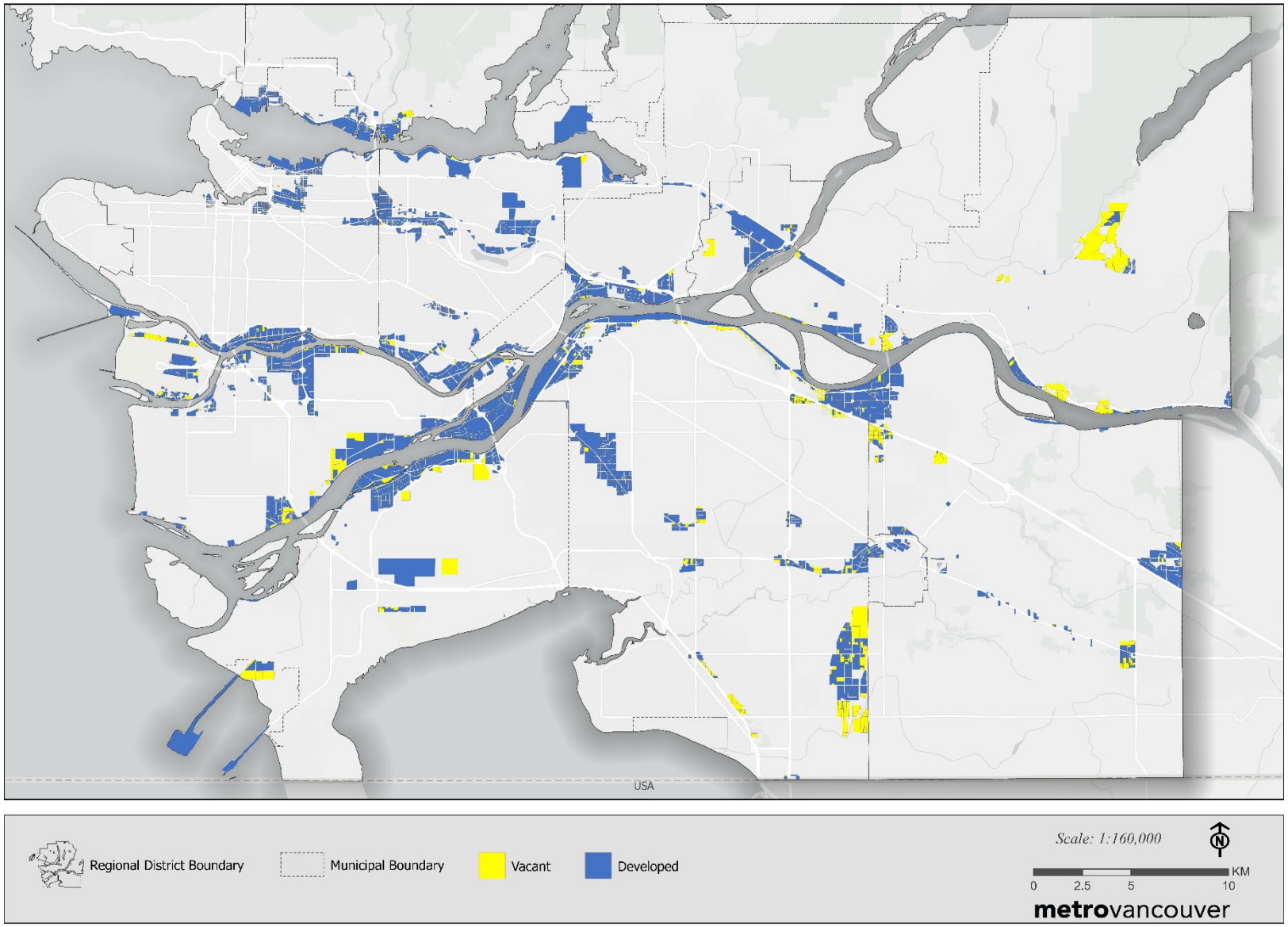


Figure 3 Inventory with Retail or Commercial Land Use

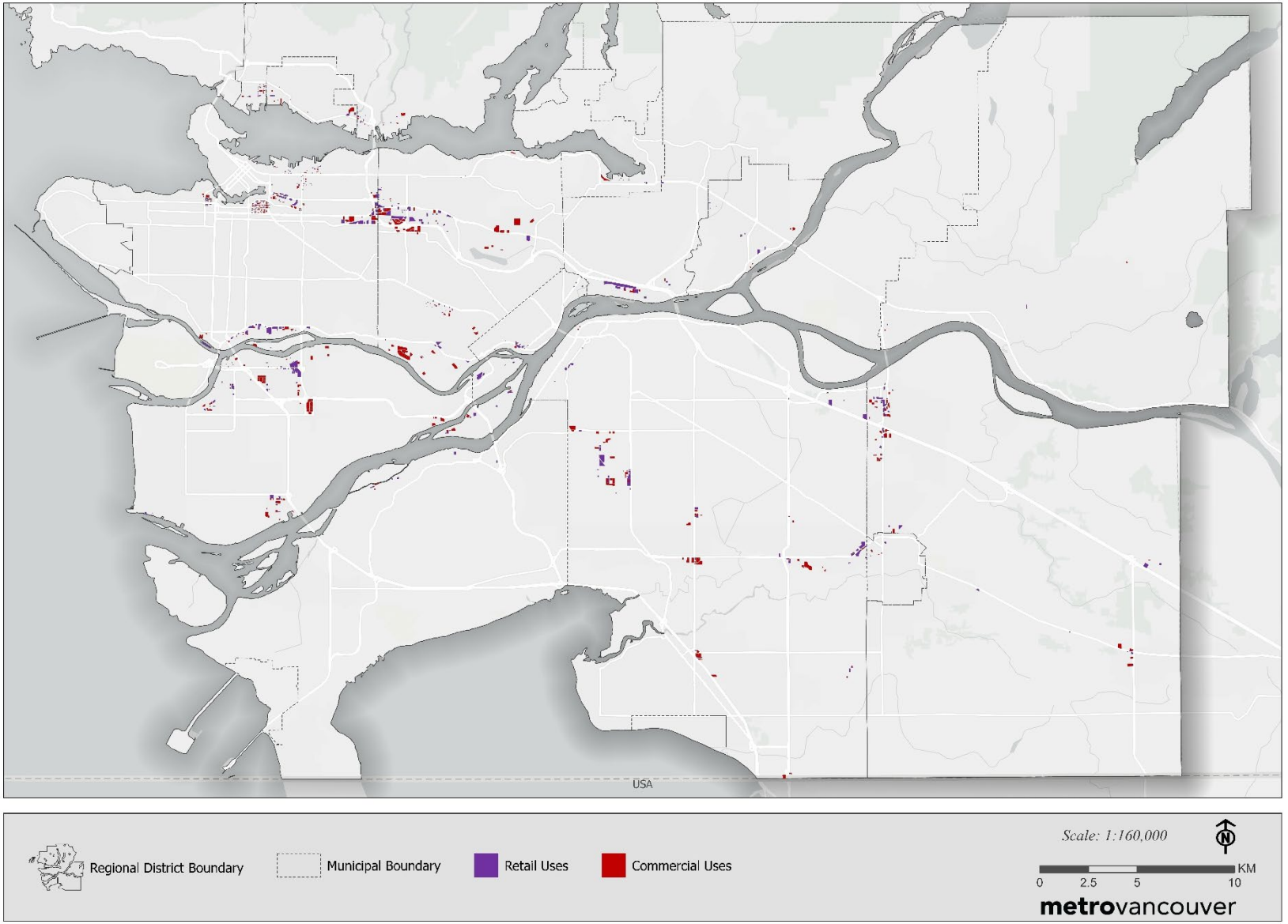


Figure 4 Inventory by Land Ownership

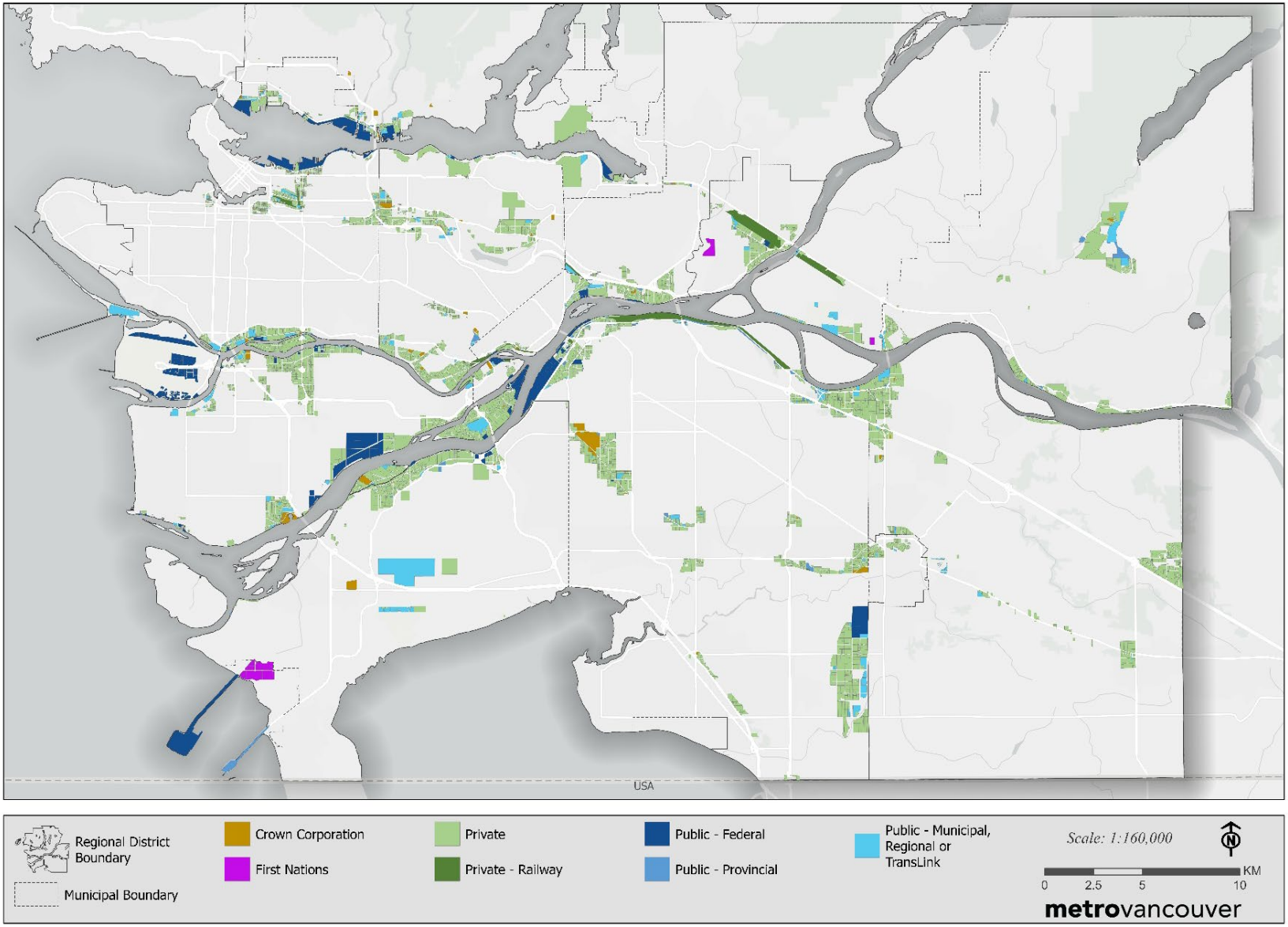


Figure 5 Inventory by Tenure

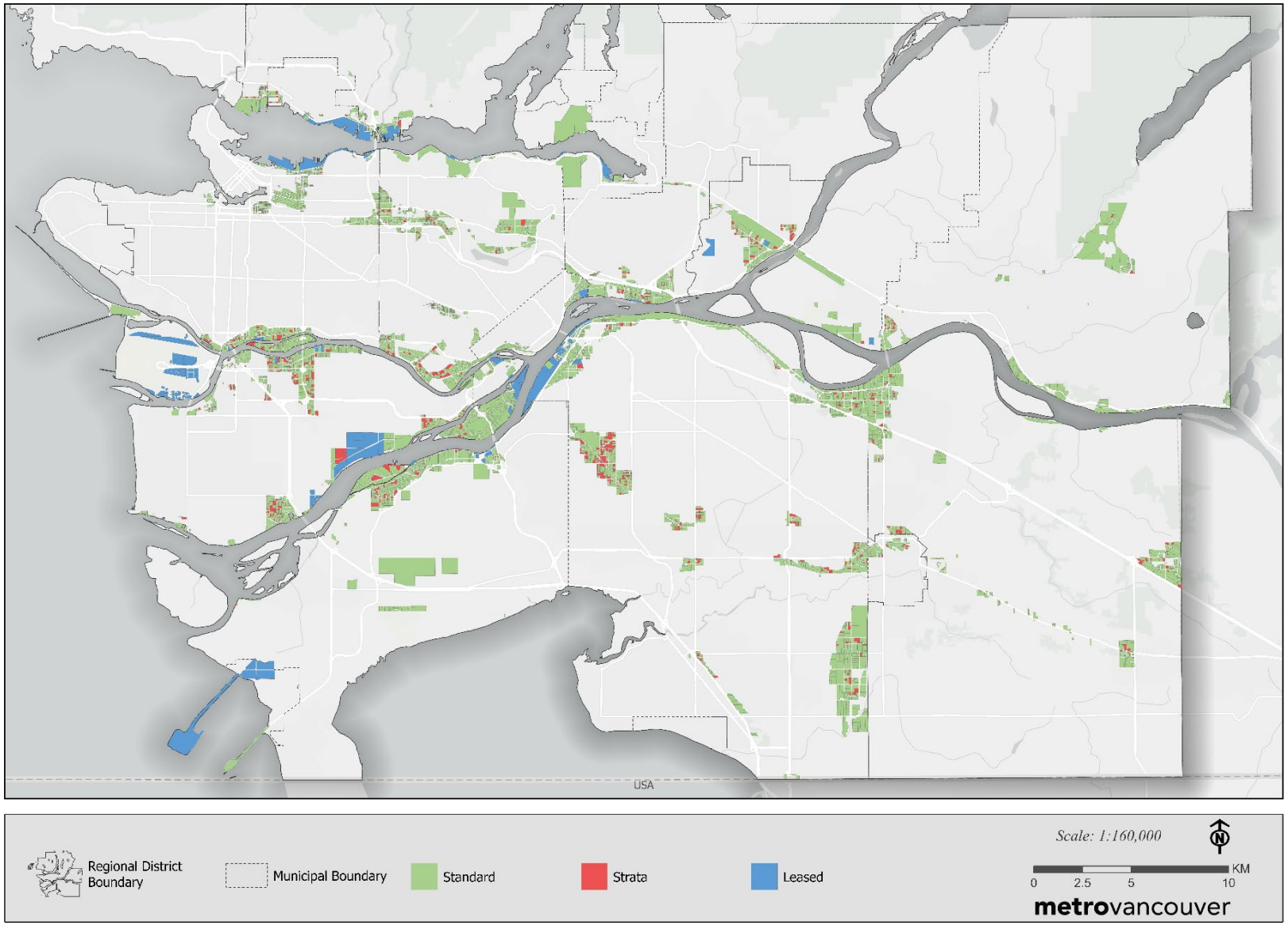


Figure 6 Inventory Lands Added and Removed, 2020-2025

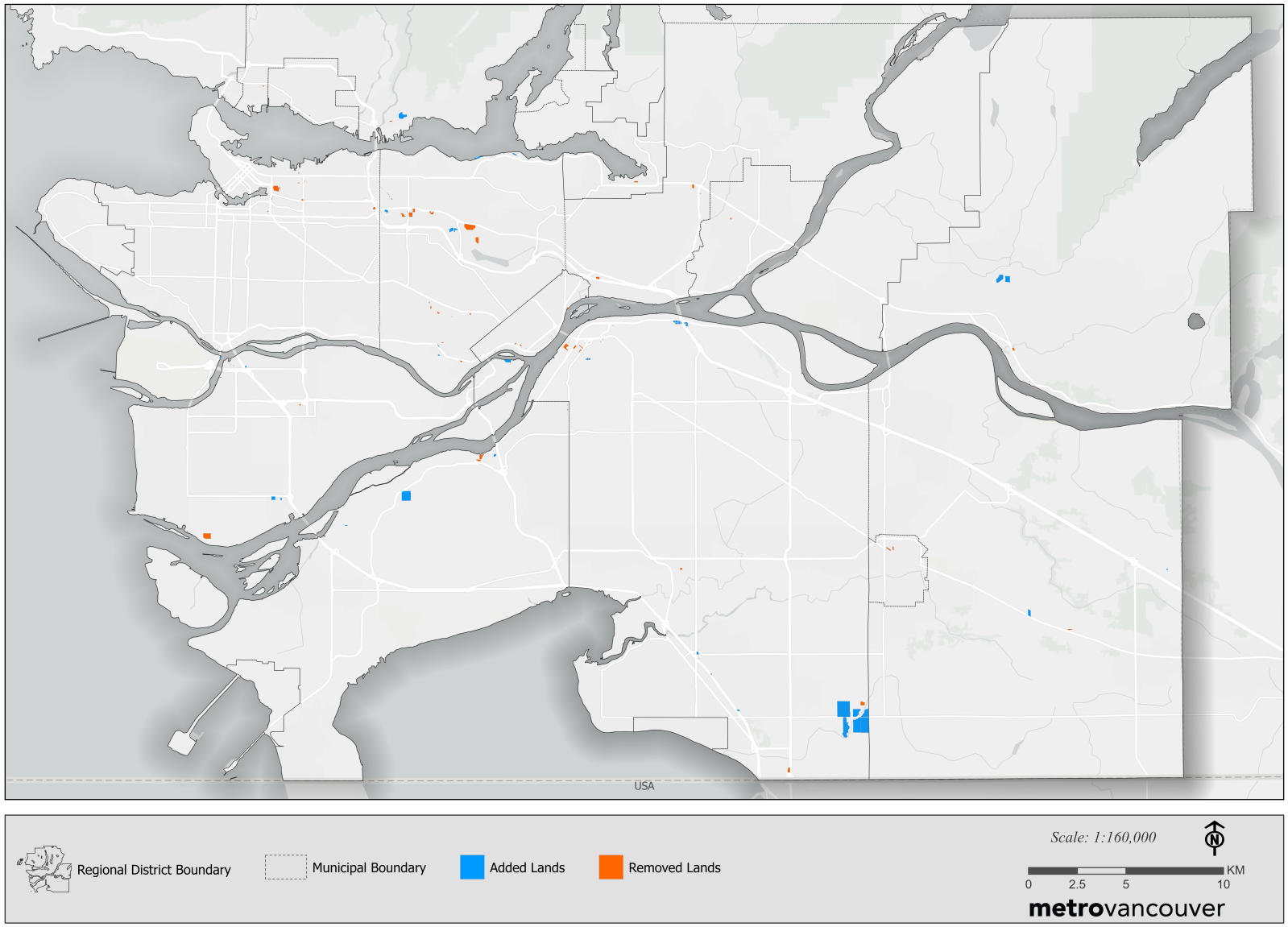


Figure 7 Industrial Land Absorption, 2020-2025

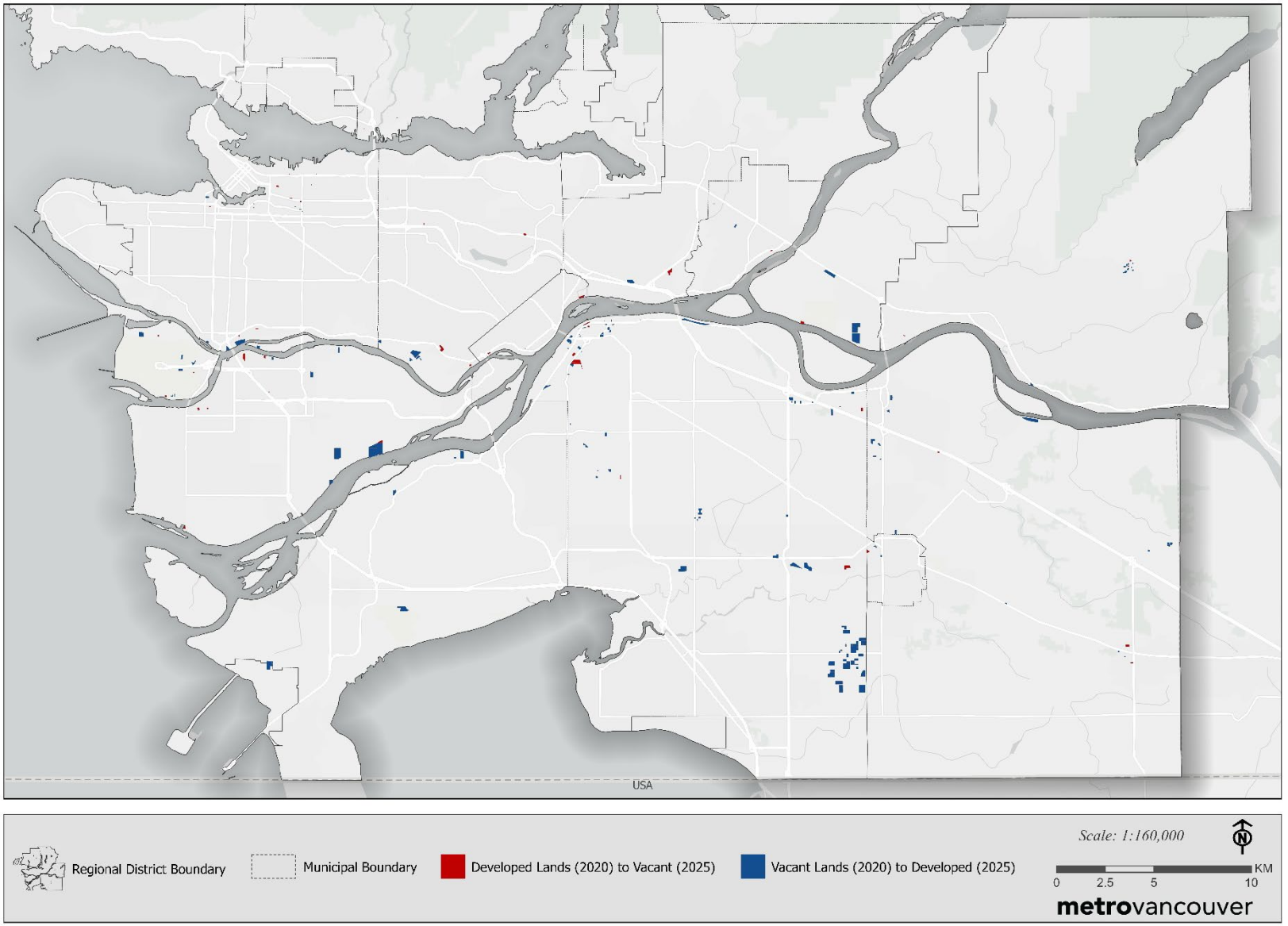


Figure 8 Inventory within Urban Centres

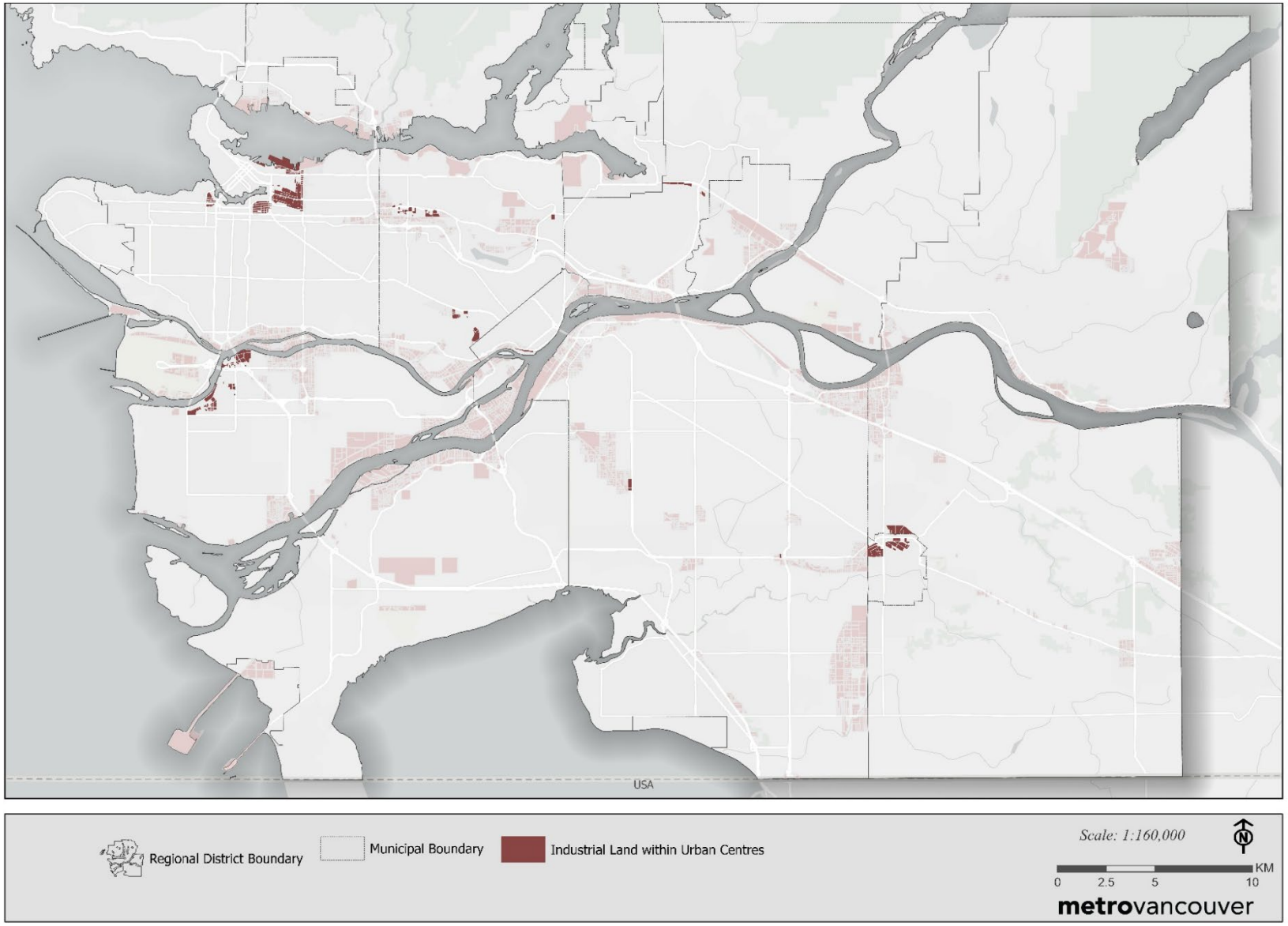


Figure 9 Inventory Land Use Categories within Urban Centres – Burnaby/New Westminster

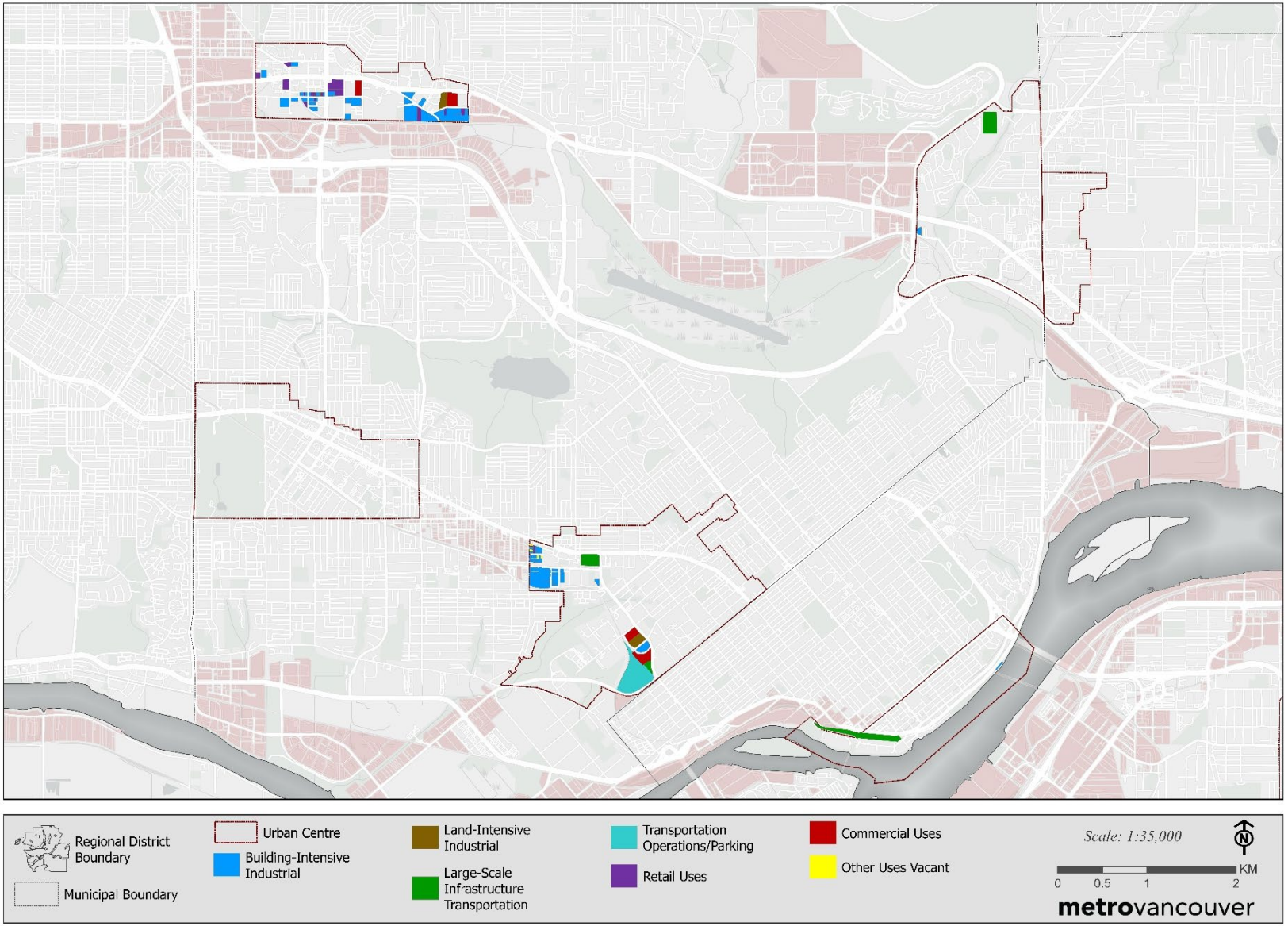


Figure 10 Inventory Land Use Categories within Urban Centres – Langleys and Surrey

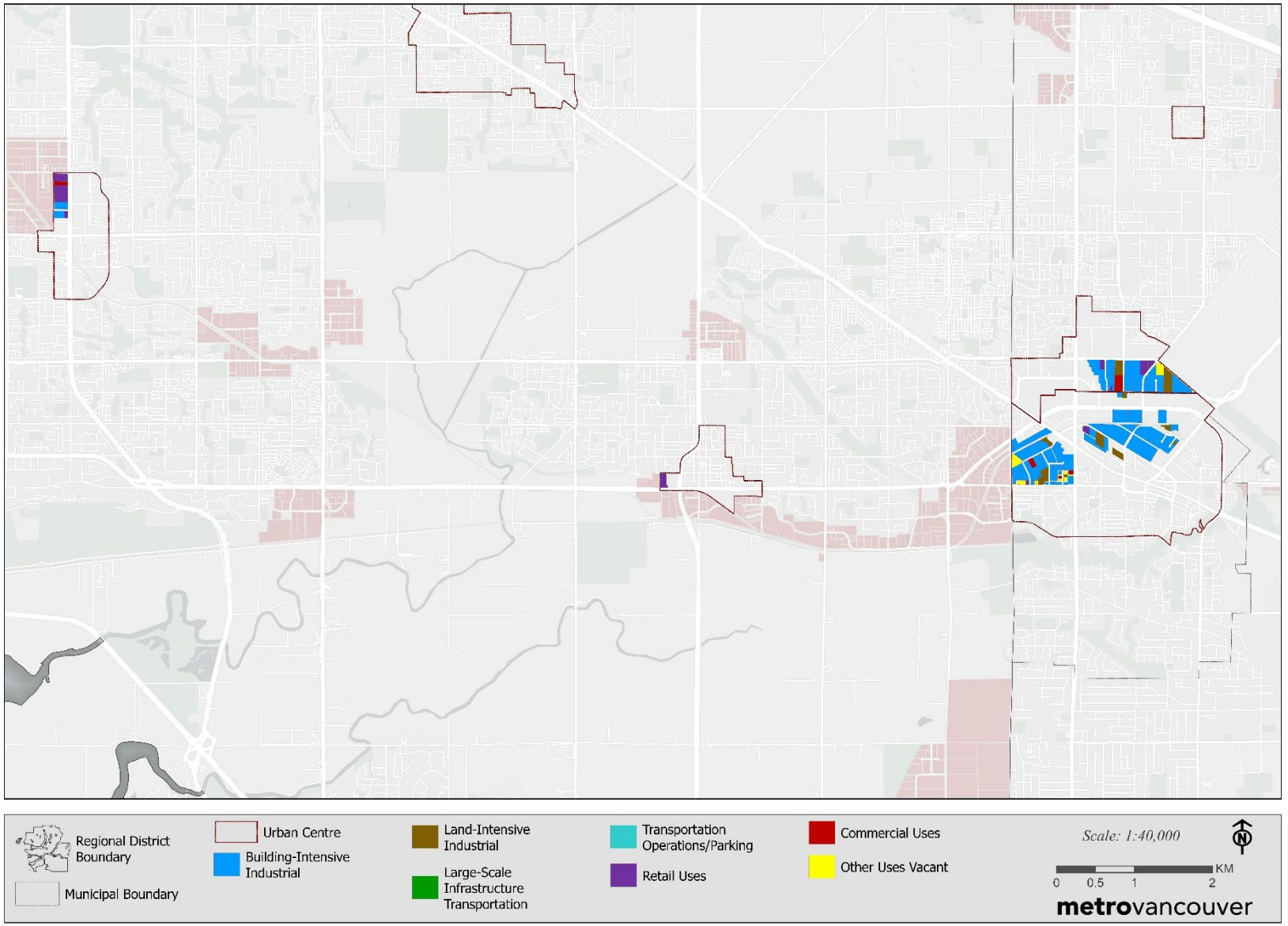


Figure 11 Inventory Land Use Categories within Urban Centres – North Shore and Vancouver

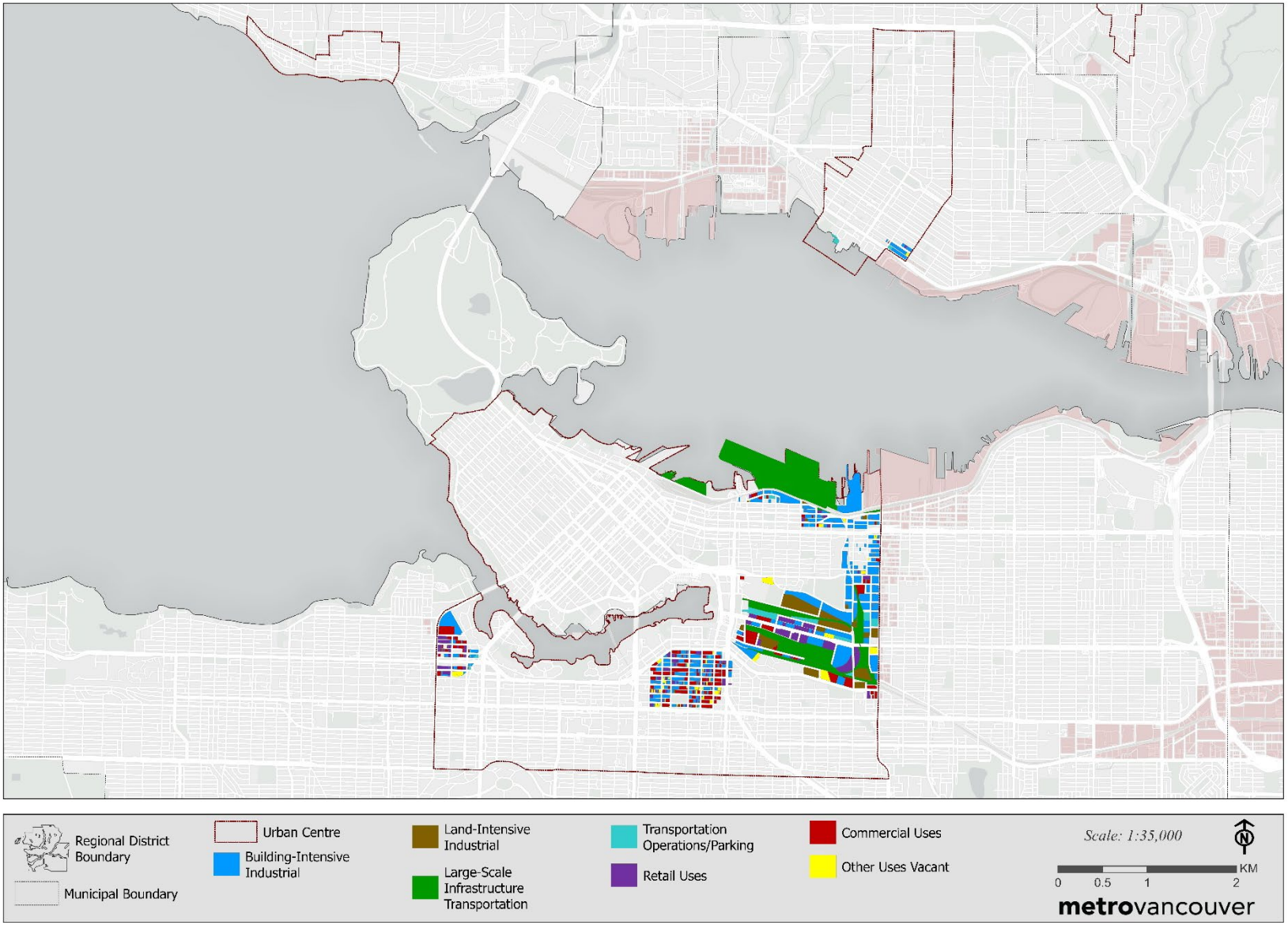


Figure 12 Inventory Land Use Categories within Urban Centres – Northeast Sector

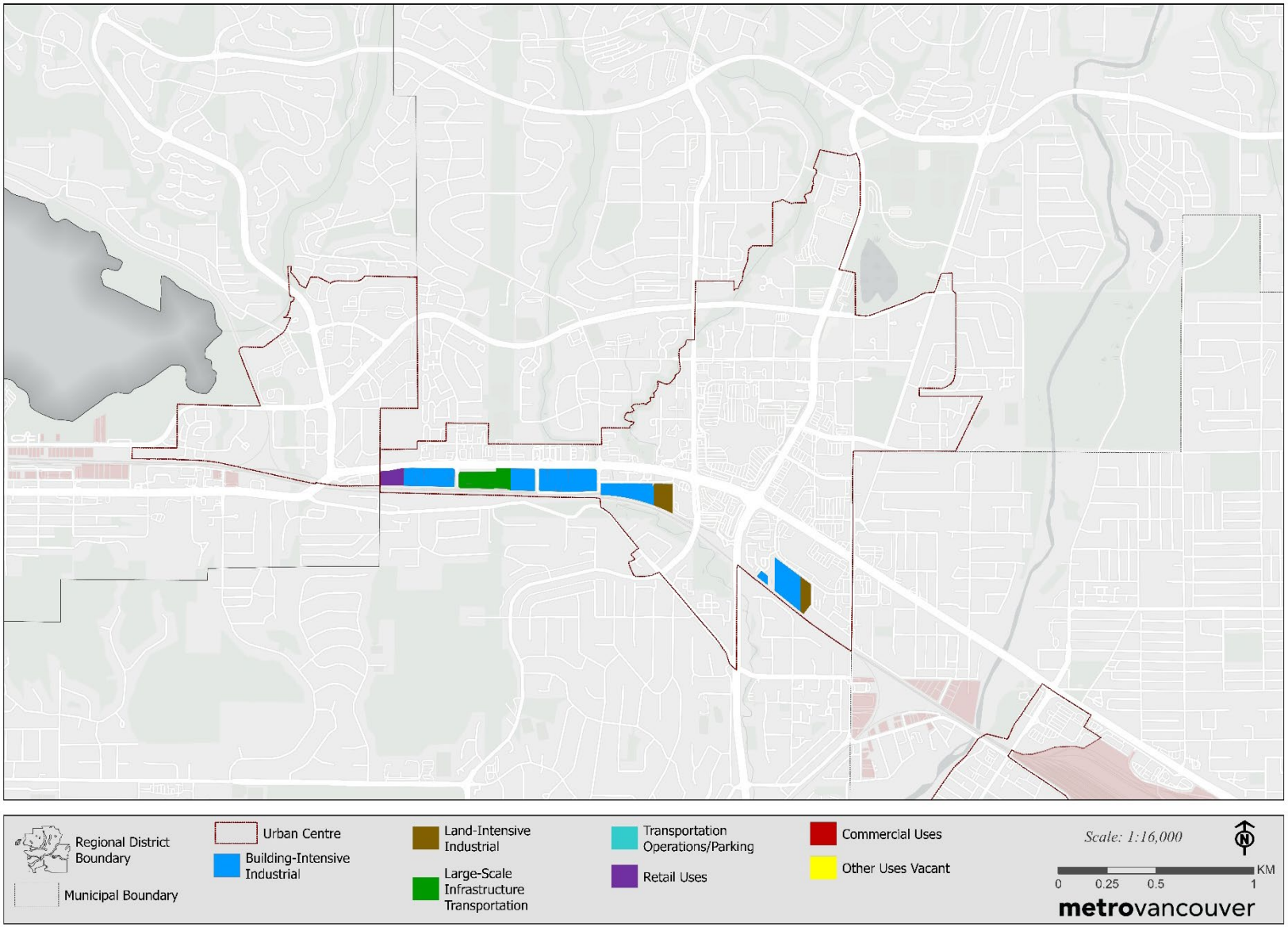


Figure 13 Inventory Land Use Categories within Urban Centres - Richmond

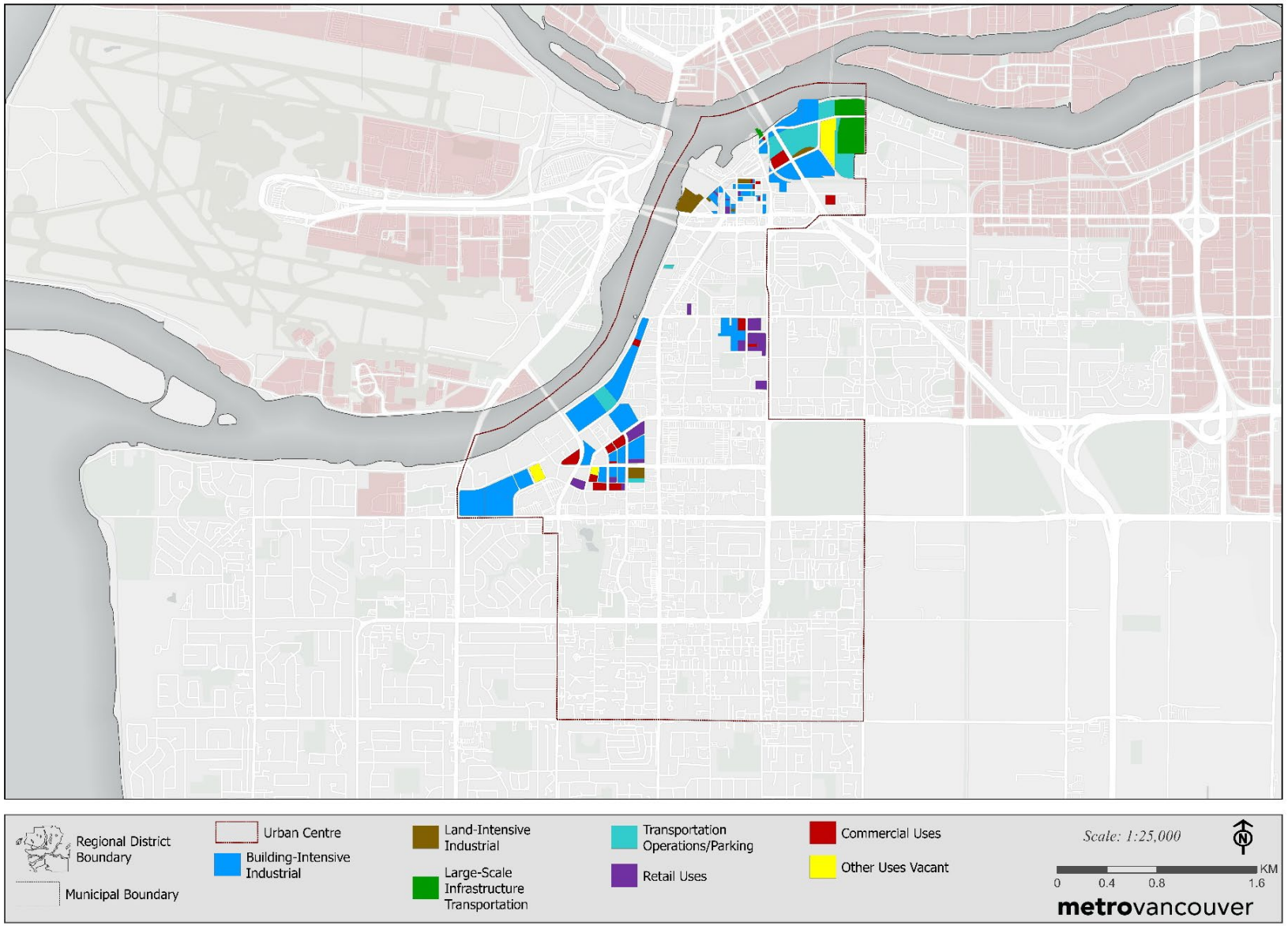


Figure 14 Other Uses/Vacant Inventory by Land Use Classification

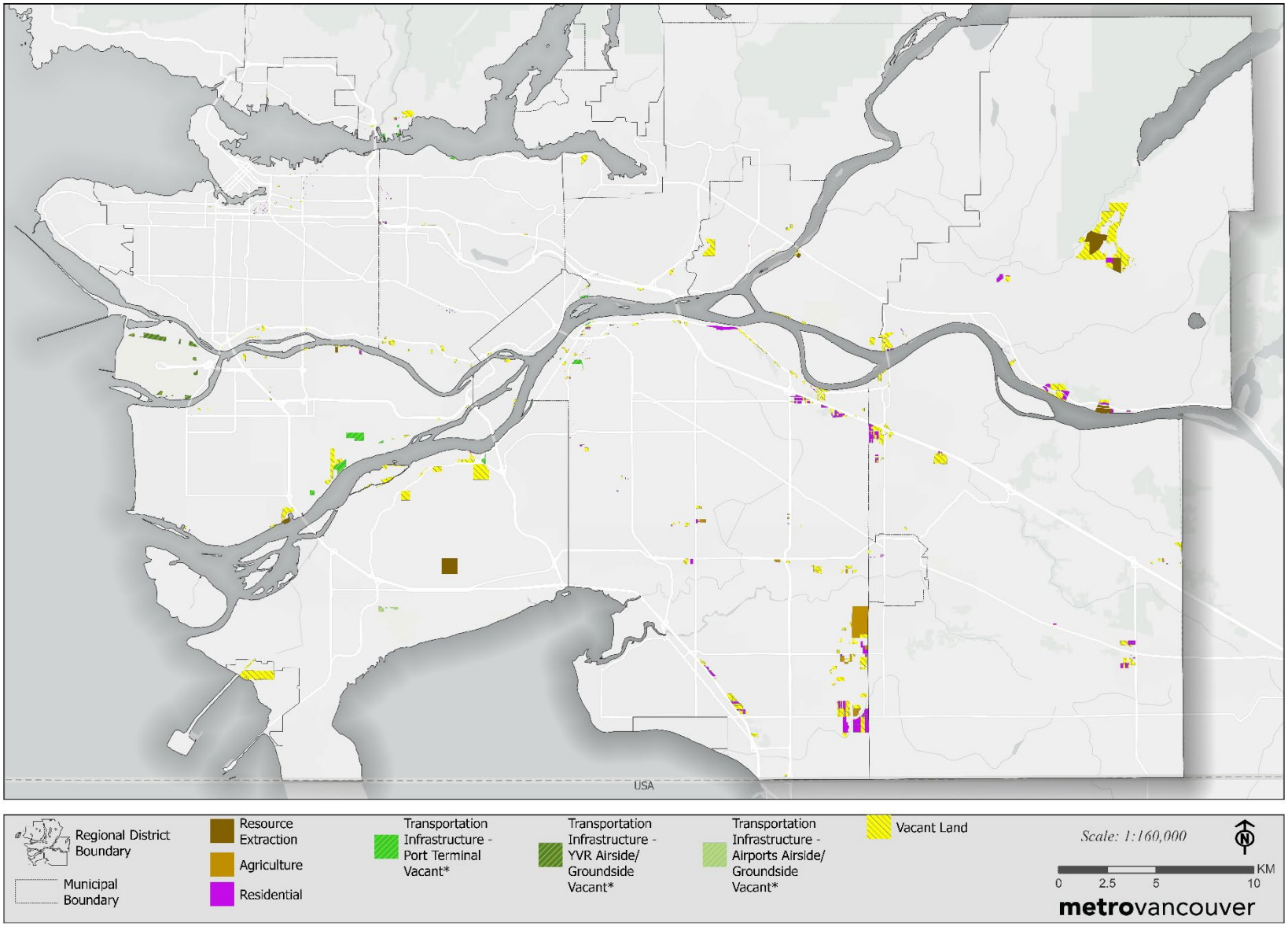
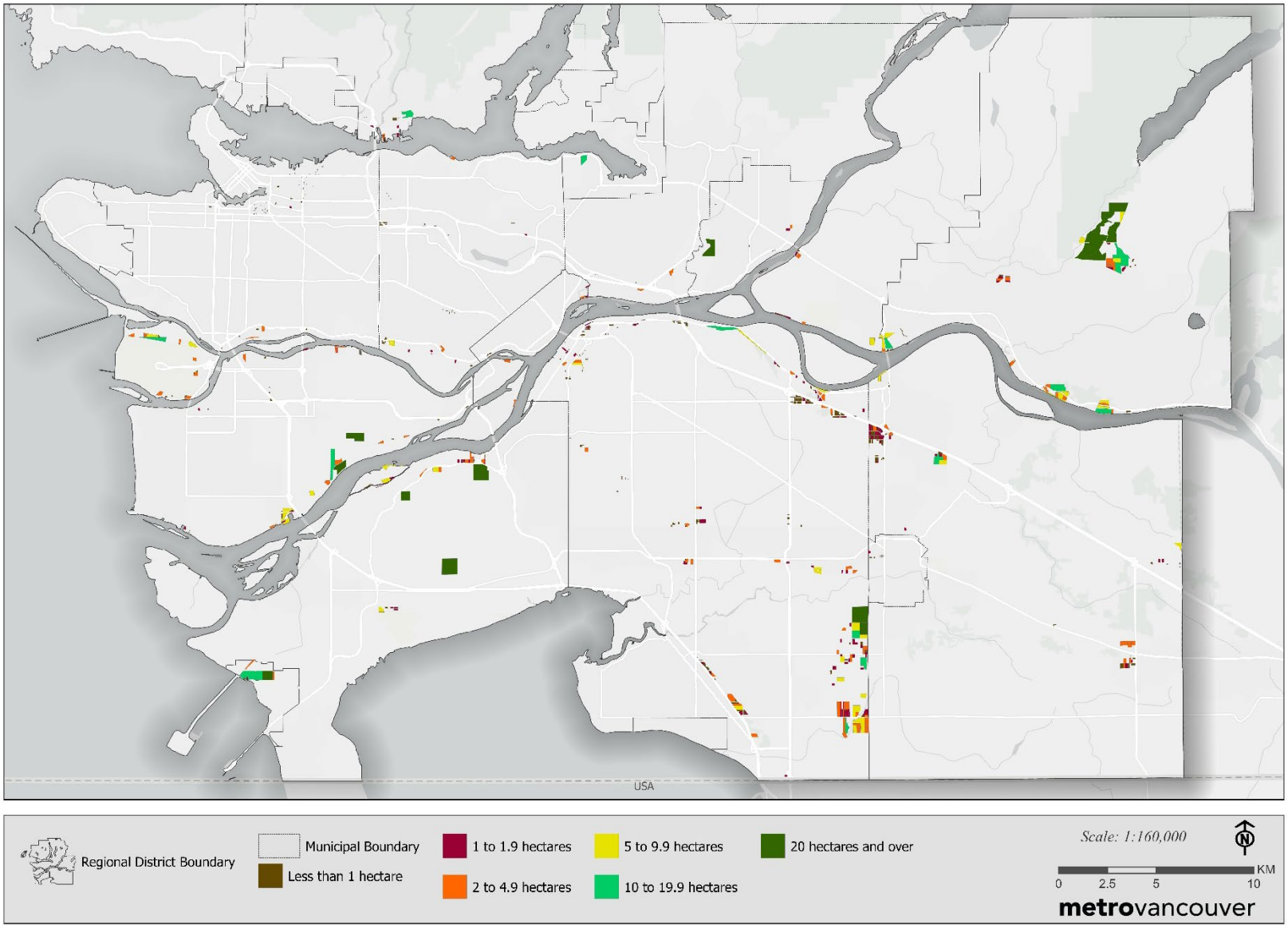


Figure 15 Other Uses/Vacant Inventory by Site Size Category



Appendix 3: Jurisdiction-level Data

Table 1 Land Use by Jurisdiction

Land Use Category and Classification	Land Area (Hectares) by Jurisdiction															
	Burnaby	Coquitlam	Delta	Langley City	Langley Township	Maple Ridge	New Westminster	North Vancouver City	North Vancouver District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Tsawwassen First Nation	Vancouver
Building-Intensive Industrial	**545**	**167**	**773**	**69**	**522**	**83**	**88**	**27**	**87**	**93**	**206**	**6**	**685**	**1138**	**40**	**241**
Distribution / Warehouse	176	8	348	10	202	2	31	0	0	91	50		213	347	40	32
General Industrial	196	127	203	29	169	28	34	8	30	0	44	5	239	493		99
Manufacturing / Production	72	8	166	21	112	34	16	2	35		59	1	88	202		32
Mixed Industrial / Commercial	101	25	56	10	39	18	8	17	23	2	53	1	145	96		78
Land-Intensive Industrial	**51**	**85**	**108**	**7**	**94**	**112**	**16**	**2**	**20**	**11**	**32**	**14**	**165**	**266**	**3**	**53**
Maintenance Yards / Operations Services	15	19	3	3	10			2	8	3	7	0	14	13	3	29
Outdoor Storage	26	22	70	5	30	33	16		1		20	2	57	178	1	7
Processing / Handling of Natural Resources	10	44	35		55	79	1		11	8	5	12	93	75		17
Large-Scale Infrastructure / Transportation	**299**	**28**	**764**		**54**	**5**	**64**	**93**	**140**	**110**	**150**	**405**	**519**	**479**	**7**	**164**
Infrastructure - Oil Tank Farm	261								3			376				
Infrastructure - Utilities	29	15	400		17	5	1	1	18	1	0		67	123	2	3
Airports Airside / Groundside Developed			24		36					49						
Port Terminal Developed	4	5	339				34	88	66		7	29	249	177	5	127
Rail Yards	5	8	2				29	3	53	61	143			178		34
YVR Airside / Groundside Developed													203			
Transportation Operations / Parking	**30**	**0**	**11**		**12**	**0**	**7**	**2**	**4**		**8**	**1**	**33**	**40**		**34**
Transportation Operations	27		10		4		3	1	3		8		26	6		28
Parking	4	0	1		8	0	4	0	0			1	6	34		6
Retail Uses	**53**	**31**	**12**	**1**	**31**	**1**	**14**	**4**	**5**		**4**	**1**	**45**	**68**		**74**
Retail (big box)	18	10					5	3					19	11		27
Retail (small or medium-scale)	11	17	3	1	19	1	3	1	4		2	1	23	38		19
Retail (vehicle dealerships)	24	4	9		12		6	0	1		3	0	3	18		28
Commercial Uses	**118**	**5**	**7**	**1**	**40**	**1**	**2**	**9**	**9**		**3**	**4**	**74**	**87**		**58**
Banquet Hall / Assembly	3		1	0	7						2	0	2	16		2
Education / Training			2		2		0		3				3	7		3
Media Production	39	1			4			6	0				5	6		14
Office	73	3	3	0	15		2	3	4		1	4	52	55		38
Recreation	3	1	0	1	13	1		1	2		0		12	3		1
Other Uses / Vacant	**30**	**7**	**218**	**3**	**165**	**547**	**10**	**0**	**26**	**22**	**42**	**11**	**216**	**635**	**80**	**17**
Agriculture					3									162		
Residential	4	0	1	2	44	46		0	1		0		3	174		4
Resource Extraction			66			131				4			12			
Airports Airside / Groundside Vacant			11													
Port Terminal Vacant	3		6				3		6				63	13		
YVR Airside / Groundside Vacant													58			
Vacant Land	23	7	135	2	118	370	7		19	18	41	11	80	285	80	13
Total	**1126**	**322**	**1894**	**82**	**918**	**749**	**201**	**136**	**292**	**237**	**445**	**443**	**1738**	**2713**	**130**	**641**

Table 2 Land Ownership by Jurisdiction

Ownership	Land Area (Hectares) by Jurisdiction														
	Burnaby	Coquitlam	Delta	Langley City	Langley Township	Maple Ridge	New Westminster	North Vancouver City	North Vancouver District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Tsawwassen First Nation	Vancouver
Crown Corporation	39	5	42	1	6	4	7	2	14		1		35	120		4
First Nations										9	36				130	
Private	1008	277	1080	78	866	625	127	44	130	97	238	401	981	1899		407
Private - Railway	9	8	1				24	3		73	150			184		30
Public - Federal	6	5	296				37	84	119		7	29	584	297		128
Public - Municipal, Regional or TransLink	53	23	416	3	44	81	6	2	28	57	12	12	135	161		71
Public - Provincial	12	5	59		2	40	0		1		2	1	2	53		2
Total	**1126**	**322**	**1894**	**82**	**918**	**749**	**201**	**136**	**292**	**237**	**445**	**443**	**1738**	**2713**	**130**	**641**

Table 3 Tenure by Jurisdiction

Tenure	Land Area (Hectares) by Jurisdiction														
	Burnaby	Coquitlam	Delta	Langley City	Langley Township	Maple Ridge	New Westminster	North Vancouver City	North Vancouver District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Tsawwassen First Nation	Vancouver
Standard	1047	297	1530	76	859	736	163	46	201	226	363	413	999	2318		487
Leased	9	5	291				37	84	80	9	43	29	572	169	130	123
Strata	70	21	73	6	59	13	1	5	11	2	39	0	168	227		31
Total	**1126**	**322**	**1894**	**82**	**918**	**749**	**201**	**136**	**292**	**237**	**445**	**443**	**1738**	**2713**	**130**	**641**

Table 4 Site Size by Jurisdiction

Site size	Land Area (Hectares) by Jurisdiction														
	Burnaby	Coquitlam	Delta	Langley City	Langley Township	Maple Ridge	New Westminster	North Vancouver City	North Vancouver District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Tsawwassen First Nation	Vancouver
Less than 1 hectare	251	78	190	36	218	79	37	27	44	3	64	11	297	512	3	238
1.0 to 1.9 hectares	222	79	216	27	214	46	24	13	22	10	50		276	554	2	87
2.0 to 4.9 hectares	260	61	346	19	294	103	67	11	38	13	89	4	395	609	16	107
5.0 to 9.9 hectares	131	38	240		115	93	34	6	39	47	63	7	252	388	31	76
10.0 to 19.9 hectares	50	36	95		78	151	40		42	50		23	228	215	55	37
20.0 hectares and over	212	31	807			277		79	107	113	179	398	290	435	23	96
Total	**1126**	**322**	**1894**	**82**	**918**	**749**	**201**	**136**	**292**	**237**	**445**	**443**	**1738**	**2713**	**130**	**641**

Table 5 Regional Land Use Designation by Jurisdiction

Regional Land Use Designation	Land Area (Hectares) by Jurisdiction															
	Burnaby	Coquitlam	Delta	Langley City	Langley Township	Maple Ridge	New Westminster	North Vancouver City	North Vancouver District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Tsawwassen First Nation	Vancouver
Agricultural			30		2	0					36		2	6		
Conservation Recreation	7		361				1			4		1	60	5		0
Employment	476	227	60	23	194		6	40			5		425	1164		129
General Urban	178	42	35	13	35	23	48	4	107	77	10	20	154	118		11
Industrial	465	53	1409	47	682	515	146	91	185	155	393	422	1098	1419	130	501
Rural					4	211										
Total	**1126**	**322**	**1894**	**82**	**918**	**749**	**201**	**136**	**292**	**237**	**445**	**443**	**1738**	**2713**	**130**	**641**

Table 6 Local Policy and Zoning Status by Jurisdiction

Local Policy and Zoning Status	Land Area (Hectares) by Jurisdiction															
	Burnaby	Coquitlam	Delta	Langley City	Langley Township	Maple Ridge	New Westminster	North Vancouver City	North Vancouver District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Tsawwassen First Nation	Vancouver
Industrial Designated and Zoned	1055	302	1554	78	647	271	132	133	251	222	408	422	1471	1742	37	560
Industrial Designated Only	14	8	337	3	236	473	1		29	14	36		144	941	93	71
Industrial Zoned Only	58	12	3	1	35	5	68	2	11	1	1	21	123	30		10
Total	**1126**	**322**	**1894**	**82**	**918**	**749**	**201**	**136**	**292**	**237**	**445**	**443**	**1738**	**2713**	**130**	**641**