

SOUTH VANCOUVER

PHASE I ENGAGEMENT REPORT

April 2026





TABLE OF CONTENTS

- 1. Land Acknowledgement..... 3
- 2. Introduction.....4
- 3. Summary of Findings Survey Results.....6
- 4. Summary of Findings Focus Groups.....17
- 5. Current Outlook for the Area.....18
- 6. North of Kent: Key Opportunities and Challenges.....20
- 7. South of Kent: Key Opportunities and Challenges.....23
- 9. Marine Gateway: Key Opportunities and Challenges.....26

LAND ACKNOWLEDGEMENT

City Staff acknowledge that this work occurs on the traditional unceded territories of the x̱w̱məθkʷəy̱əm (Musqueam), S̱ḵw̱x̱w̱ú7mesh (Squamish) and sə̱lilwətał (Tsleil-Waututh) Peoples. Each Nation has distinct histories and traditional territories which fully or partially encompass the City.

South Vancouver holds deep cultural and historical significance for the Musqueam Indian Band, as it is the location of ćəsnaʔəm - one of the largest and most important ancestral village sites of the Musqueam People. For thousands of years, ćəsnaʔəm was a thriving cultural and spiritual centre, deeply connected to the rich ecosystems of the Fraser River Estuary. The site reflects Musqueam's enduring relationship with the land, waters, and resources of the region, and continues to hold profound meaning for the community today.

In 2013, Vancouver was designated as a City of Reconciliation, and in 2022, City Council adopted the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Strategy. In 2019, the British Columbia Government passed the BC Declaration on the Rights of Indigenous Peoples Act (Declaration Act) establishing UNDRIP as the Province's framework for reconciliation.

Musqueam Indian Band:

musqueam.bc.ca

Squamish Nation:

squamish.net

Tsleil-Waututh Nation:

twnation.ca

INTRODUCTION

The City of Vancouver initiated the South Vancouver Industrial Area (SVIA) Zone Review in September 2025 to identify policy updates to help modernize and intensify industrial and employment activities in the area. As directed by Council, the Zone Review will also examine the industrial area adjacent to the Marine Drive Skytrain station to identify sites that may be appropriate for housing development.

The following document provides a summary of the engagement process to date for the SVIA Zone Review. The first phase of engagement was designed to provide an understanding of the economic role of the industrial area, and the opportunities and challenges for businesses within it. As part of this process, staff engaged with industrial businesses, members of the public, development and real estate industry, and government and regional organizations.

Phase 1 Engagement was held in Fall-Winter 2025 and encompassed two main methods:

Online Survey

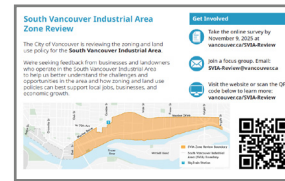
The survey targeted business operators, land owners and employees in the SVIA.

Focus Groups

Three focus groups brought together representatives from government and regional organizations, business owners and operators, as well as representatives from the real estate and development sector.

The City will conduct a second round of engagement in winter 2026-2027 to collect feedback on emerging policy directions for the future of the area.

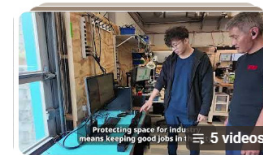
ENGAGEMENT NUMBERS AT A GLANCE



1,501
postcards delivered



153
survey responses



Why South Vancouver's Industrial Lands Matter | ...

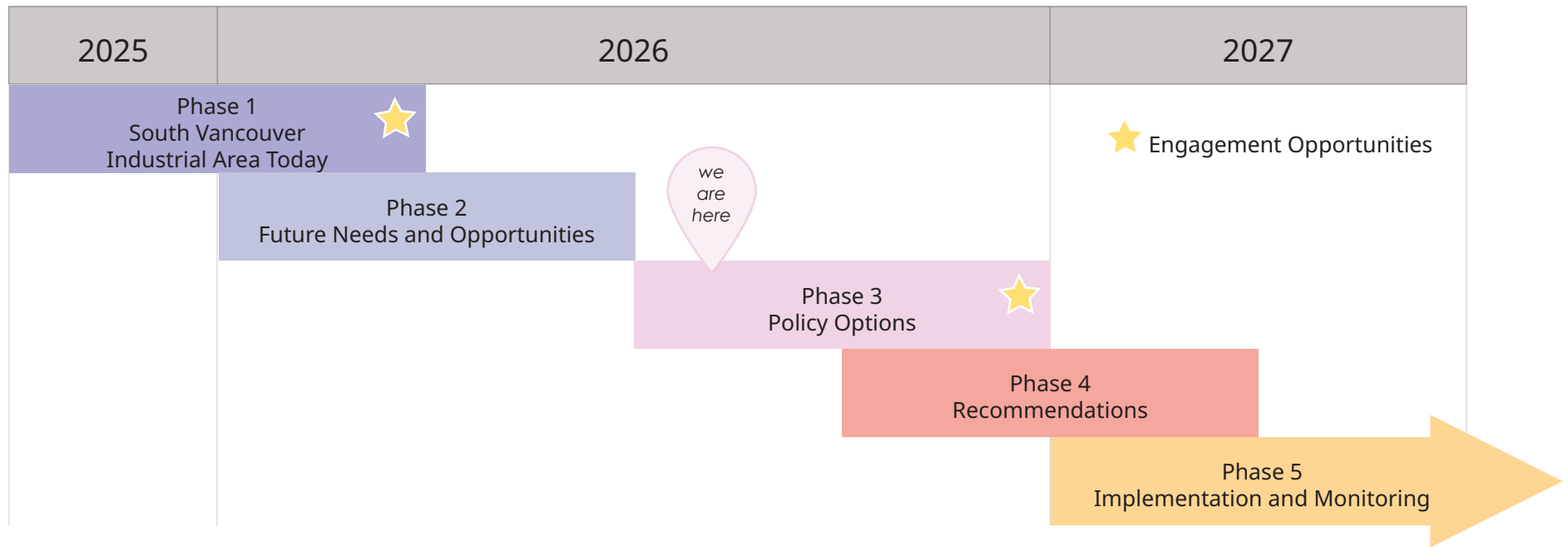
5
videos created
34,870 views
21,809 unique users reached



3
in-person focus groups
with a total of 35 participants

PROJECT TIMELINE

The SVIA Zone Review is a multi-year process designed to ensure that industrial lands in South Vancouver continue to support essential jobs, services, and economic activity while adapting to future needs. The timeline below outlines the five project phases from late 2025 through 2027.



SUMMARY OF FINDINGS

SURVEY RESULTS

The City ran an online survey from October 1 to November 30, 2025 to gather public input and receive feedback on the opportunities and challenges for industrial businesses within the SVIA. The survey was hosted on the City's website, vancouver.ca, and focused on receiving feedback from business operators, land owners and employees in the SVIA.

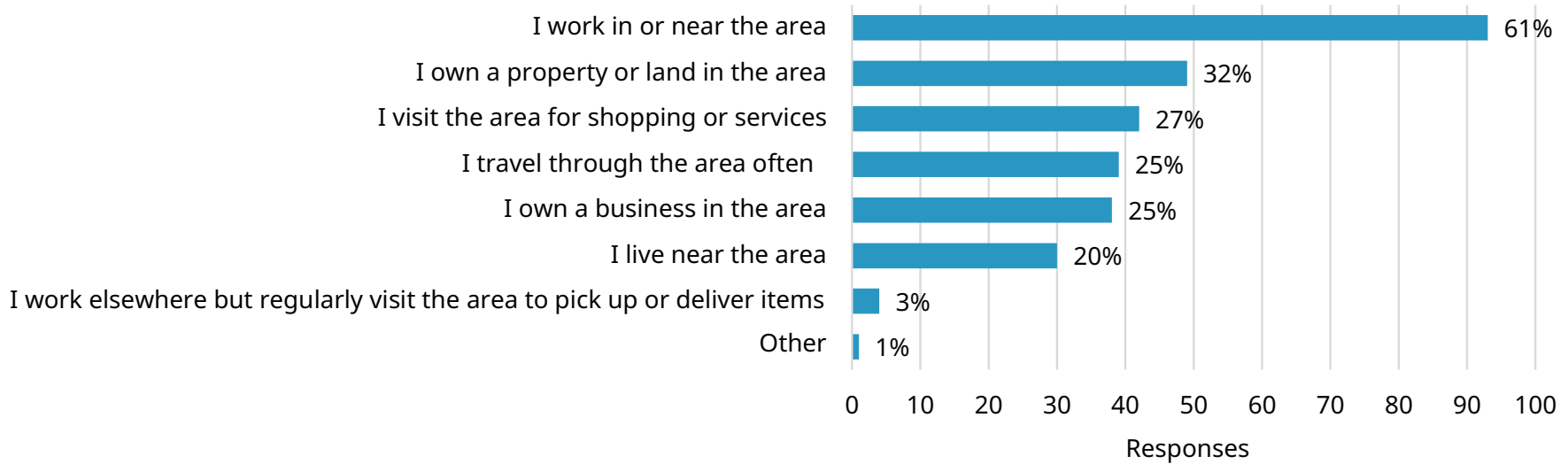
To notify businesses and property owners within the SVIA, 1,501 postcards were delivered. Overall, we received 153 survey responses.

This section provides an overview of each question asked in the survey and the responses received.



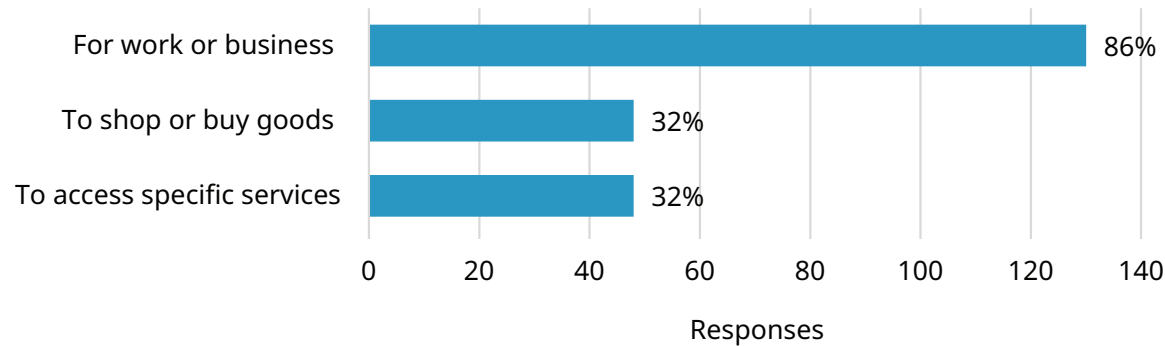
What is your relationship to the South Vancouver Industrial Area?

This was a multiple-choice question and respondents (n=153) could select all that apply:



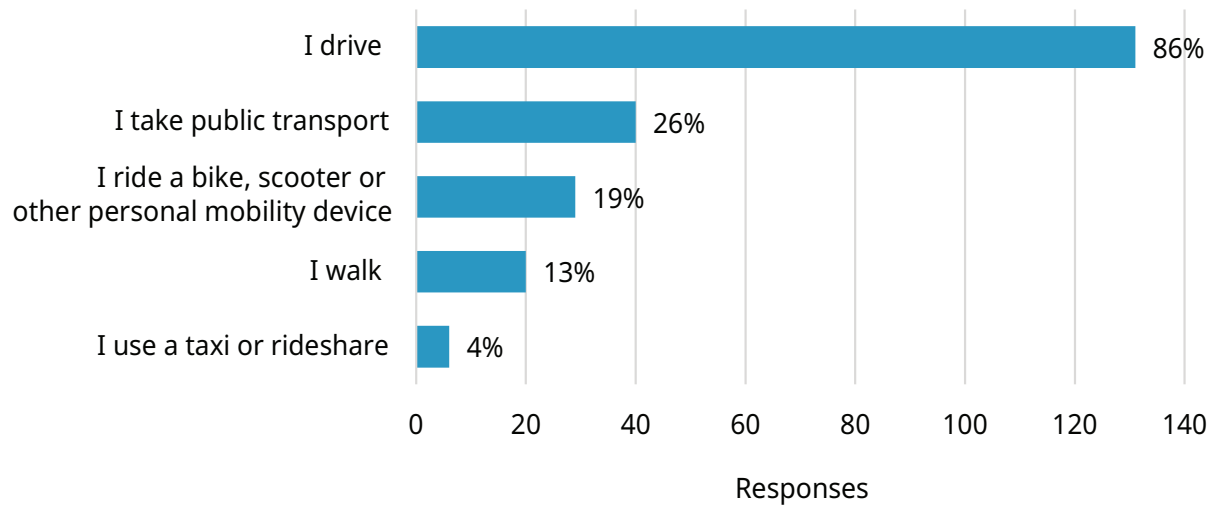
Why do you visit the South Vancouver Industrial Area?

This was a multiple-choice question and respondents (n=152) could select all that apply:



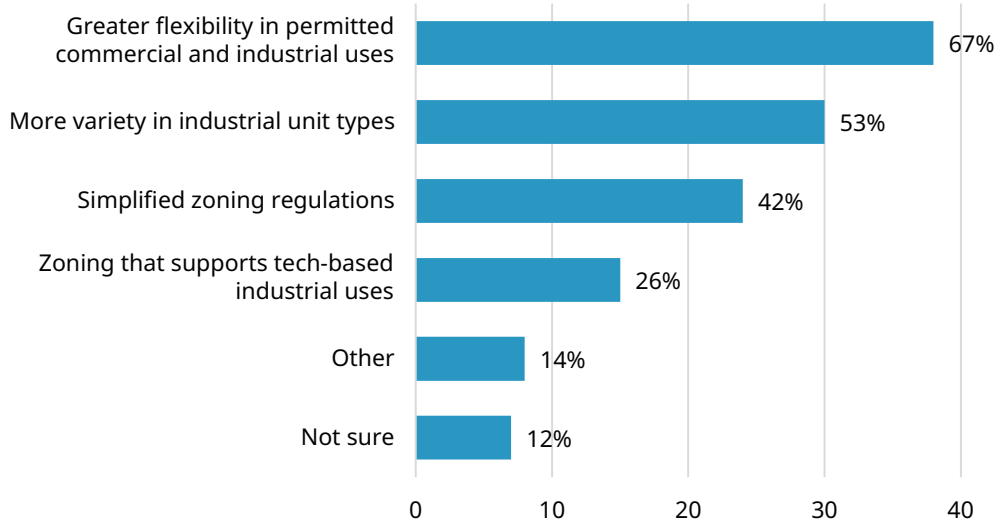
How do you usually get to the South Vancouver Industrial Area?

This was a multiple-choice question and respondents (n=152) could select all that apply:



What changes would you like to see to the current zoning?

This was a multiple-choice question and respondents (n=57) could select all that apply:



“

“We really need manufacturing space that has the power to support and enable local industry”

“Simplifying the zoning regulations and allowing tech-based uses would be making the area way more attractive.”



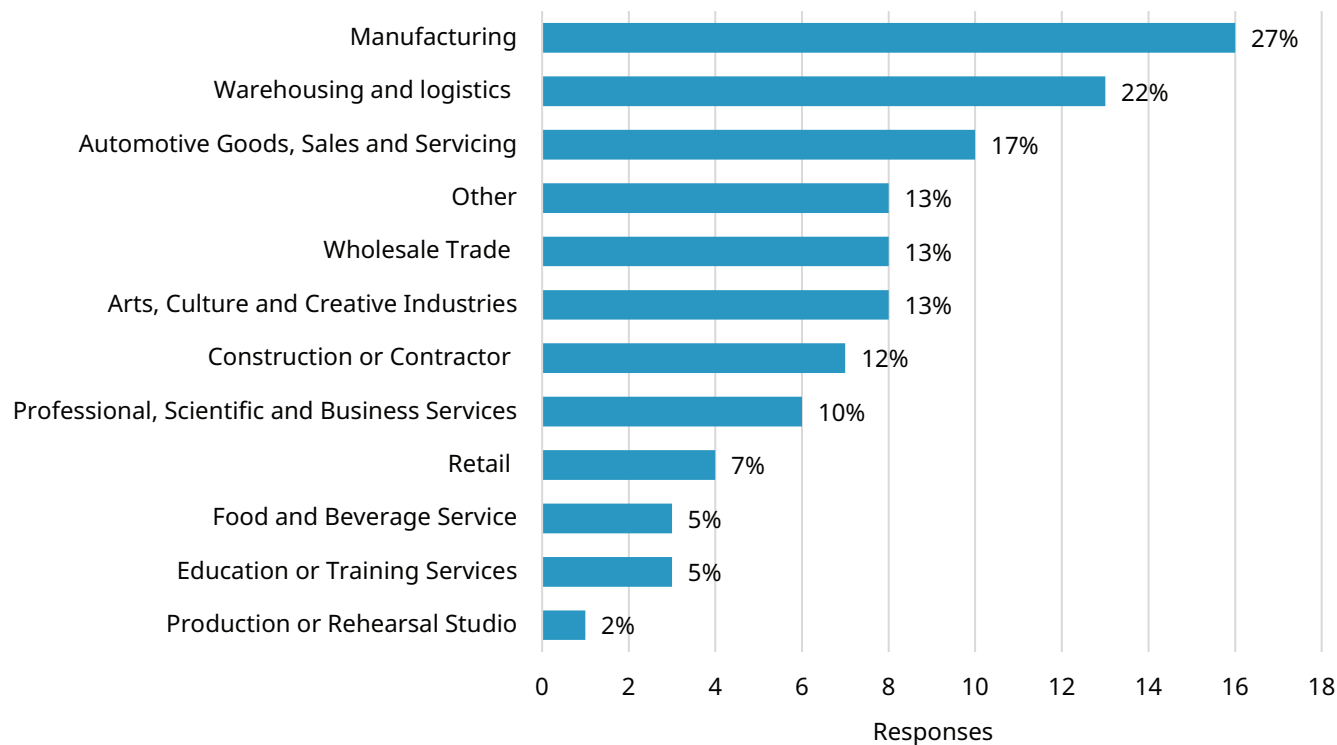
BUSINESSES

39% of survey respondents own or operate a business in the South Vancouver Industrial Area

Respondents who own and operate a business in the area were given the opportunity to provide information on the type of business they own or operate, what kind of space(s) their business uses, why they chose to locate in the area, the staff size, and if their staff work onsite.

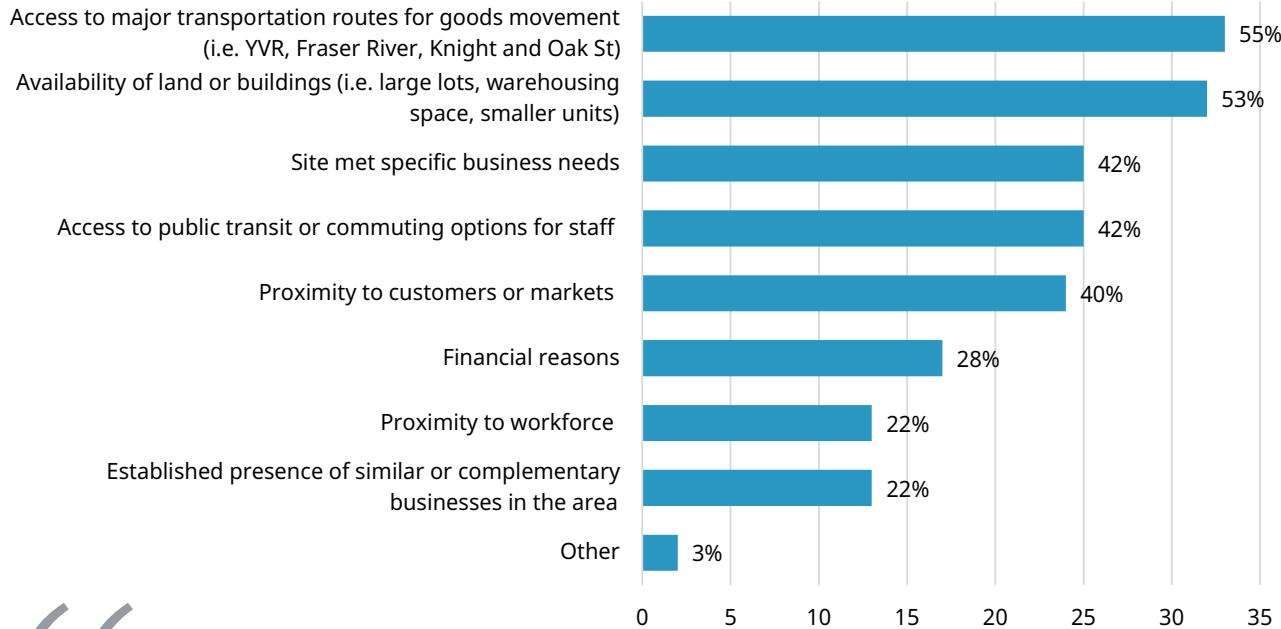
What type of business do you own and/or operate?

This was a multiple-choice question and respondents (n=60) could select all that apply:



Why did you choose to locate your business in the area?

This was a multiple-choice question and respondents (n=60) could select all that apply:



This particular industrial area has the advantage of being close to SkyTrain, and makes us much more attractive to employees... I'm unaware of other business parks close by with this kind of access to skytrain.

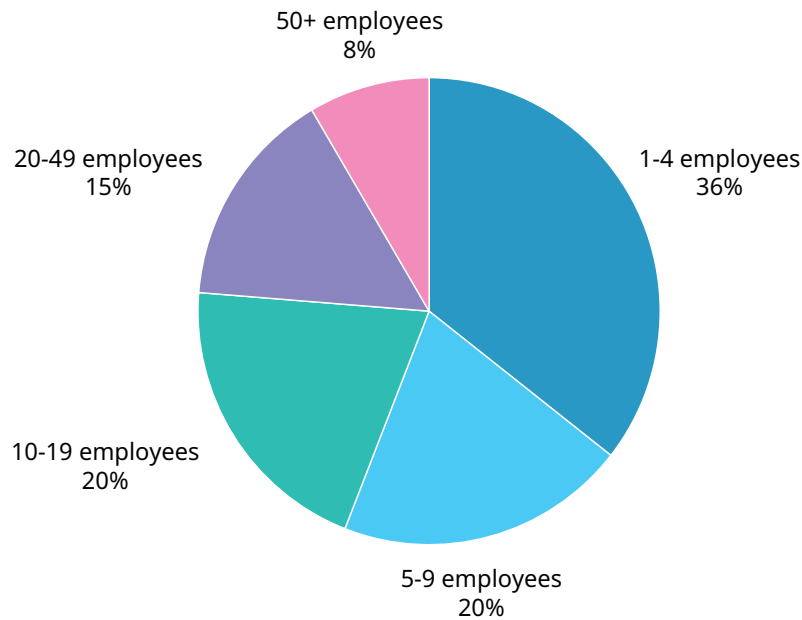
Our company has been operating in South Vancouver for many years. We've invested in facilities and built strong relationships with local suppliers and partners. Many of our employees live nearby, which helps with recruitment and retention. The location is near to major transportation routes, including highways, ports, and rail.

We operate a landscaping business on the west side of Vancouver and this is the only location that is affordable, close to our service area, close to transit, close to material suppliers and close to the green waste transfer center.

Access to Fraser river for barge loading.

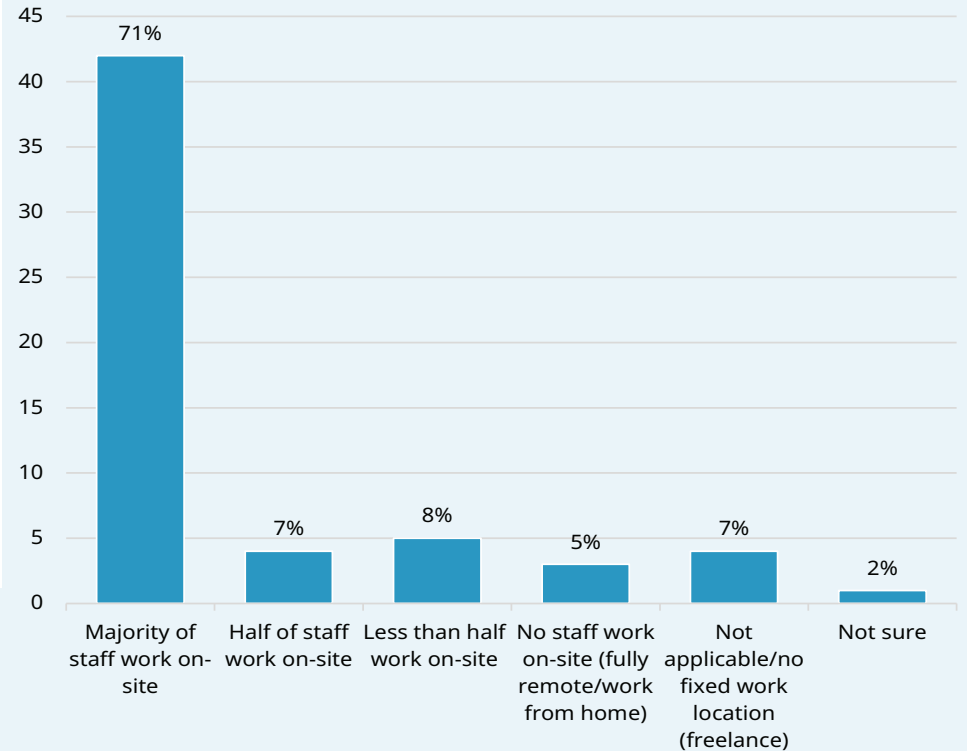
How many staff regularly work for your business or organization within the South Vancouver Industrial Area?

This was a multiple-choice question and respondents (n=59) could select one answer:



In a typical work week, approximately what percentage of staff perform their work on-site?

This was a multiple-choice question and respondents (n=59) could select one answer:



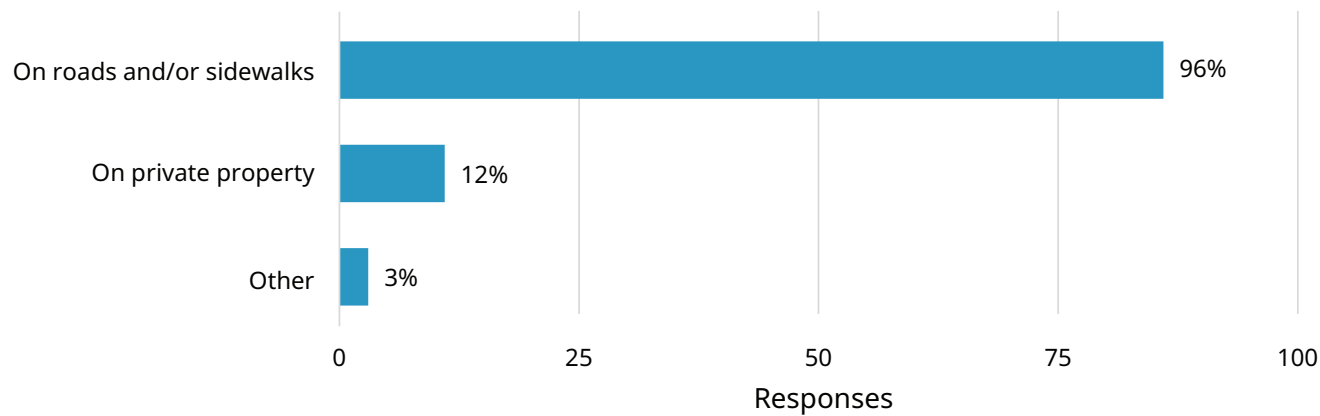
FLOODING

59% of survey respondents have noticed flooding in the South Vancouver Industrial Area

Respondents who have noticed flooding were given the opportunity to provide information on where the flooding happened, if it caused challenges getting around the area, and if the flooding impacted business operations.

Where did the flooding happen?

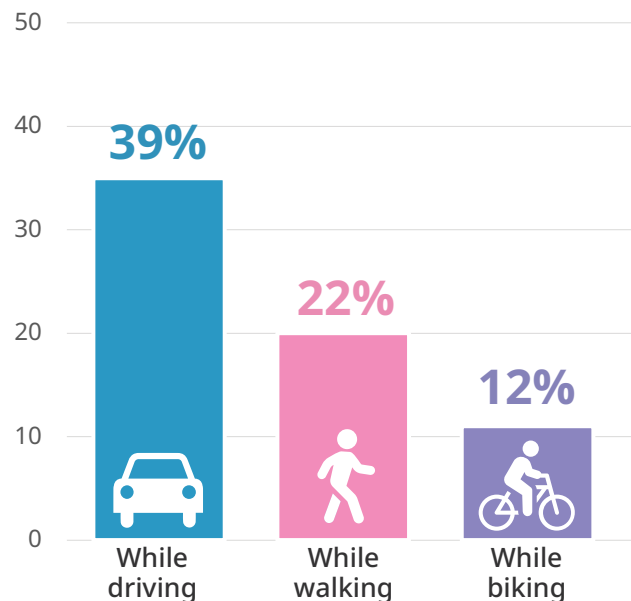
This was a multiple-choice question and respondents (n=90) could select all that apply:



Have you had trouble getting around the South Vancouver Industrial Area because of flooded roads?

50% of respondents have had trouble getting around due to flooding.

This was a multiple-choice question and respondents (n=90) could select all that apply:



“

It floods pretty regularly during the winter. For the most part it affects employee travel to the business, so people will be late because they had to reroute, or cyclists had to find alternate transportation to stay safe. It's an inconvenience for sure, and a safety issue for the cyclists.

Driving to and from work required backtracking and finding alternative routes.

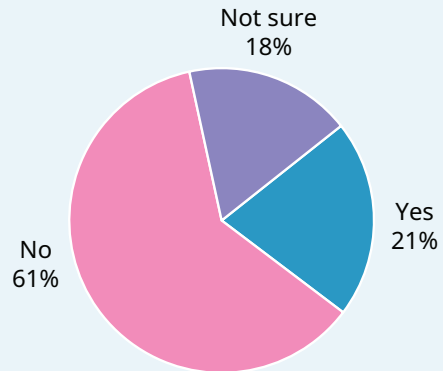
I often see large puddles of water pooling all over Kent Ave.

The potholes on the road were covered with water and there was no way to know where they were. One of my drivers damaged struts and rods on his vehicle because he didn't know that there were deep potholes under flooding water.

I've been told by other owners that flooding has occurred at the building when I wasn't present. I haven't personally experienced it yet, though I have noticed strong wind gusts that feel powerful enough to strain the windows. As a local, I know heavy rain is a constant in Vancouver, so potential flooding remains a real concern.

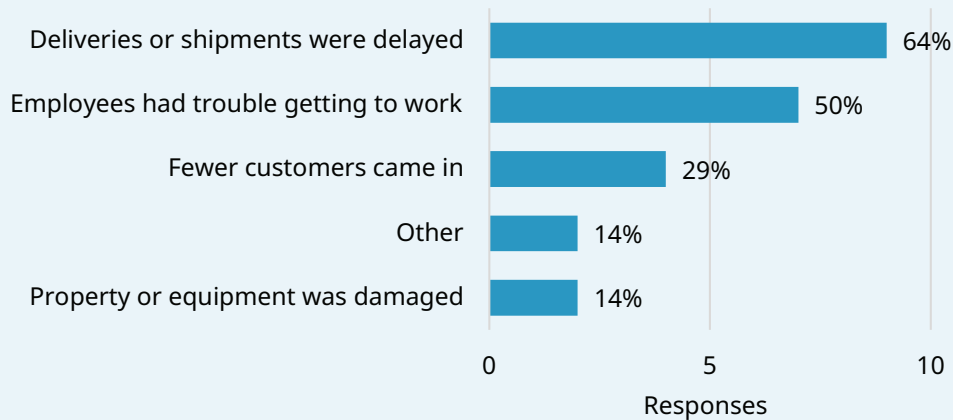
Did the flooding affect your business operations?

n=62



How did the flooding affect your business?

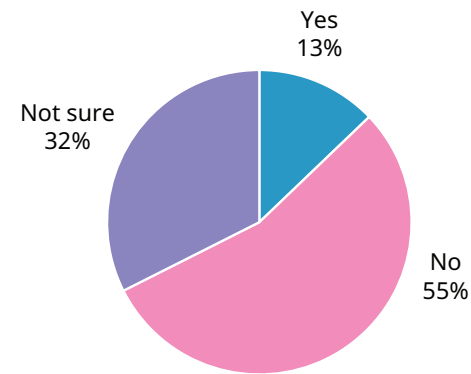
This was a multiple-choice question and respondents (n=14) could select all that apply:



A more severe flood event occurred on Dec 27, 2022. Were you, your property, or both impacted?

n=148

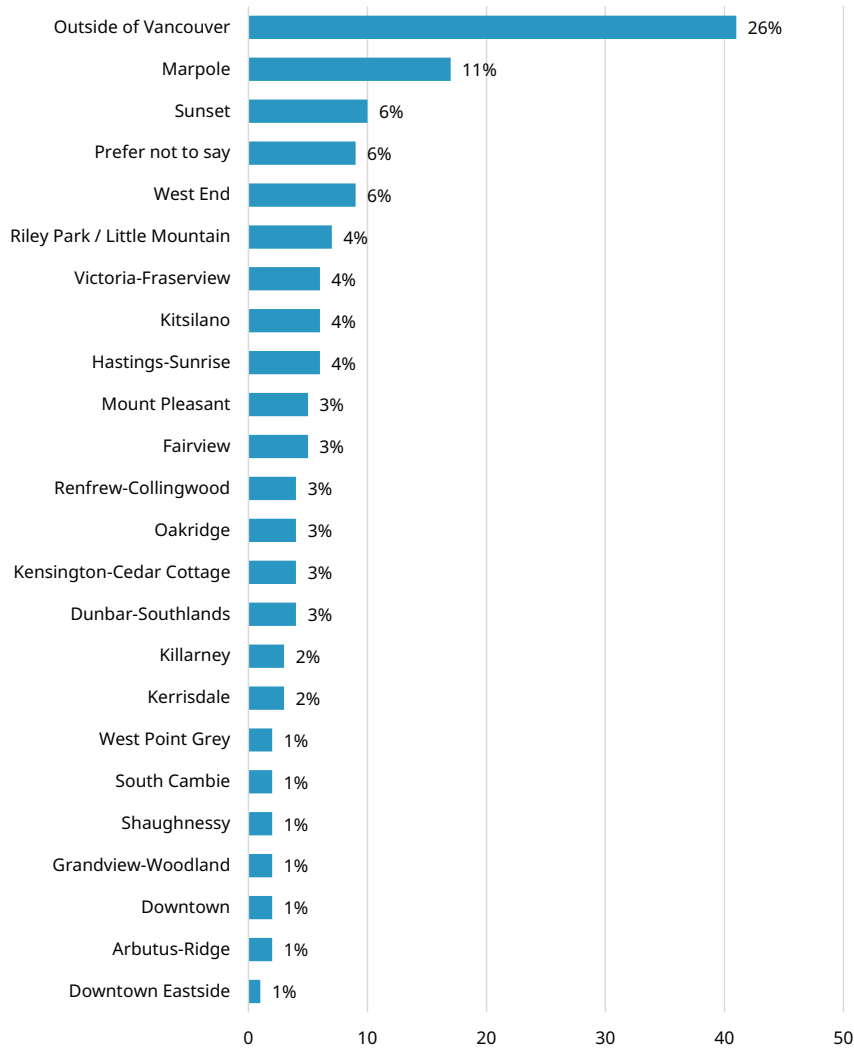
13% of respondents were impacted by the severe flooding event in December 2022.



WHO WE HEARD FROM

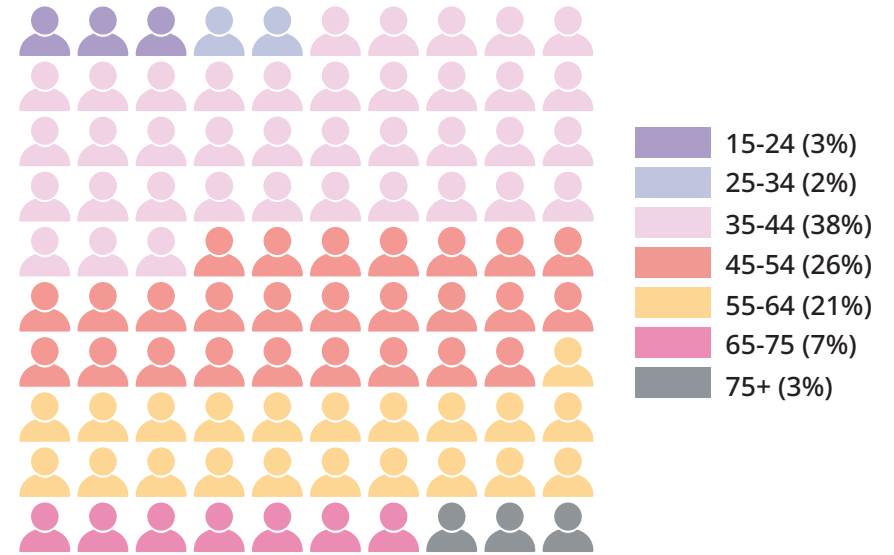
Where do you live?

74% of survey respondents live in Vancouver and 26% live outside Vancouver.

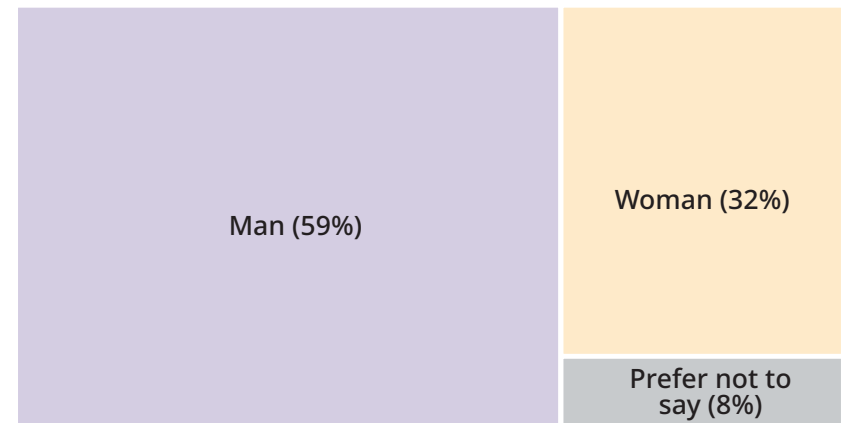


What is your age group?

64% of survey respondents were between the ages of 35-54.



What is your gender identity?



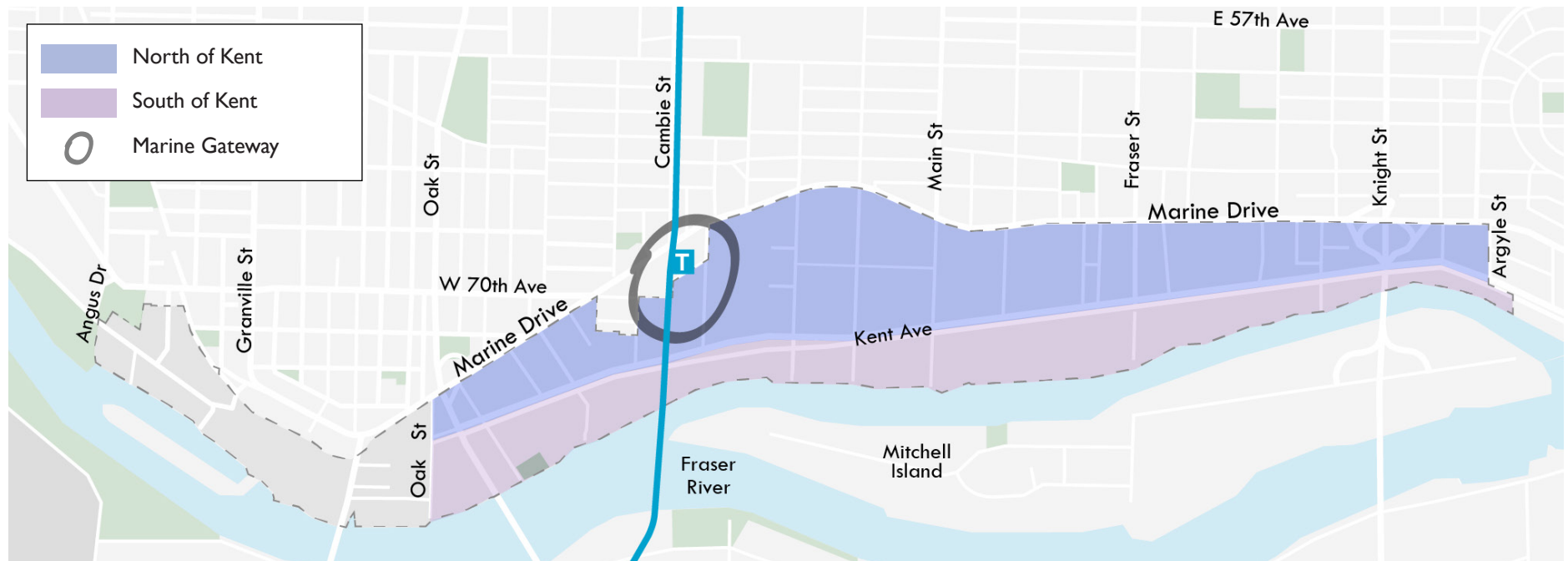
SUMMARY OF FINDINGS

FOCUS GROUPS

The City hosted three focus groups between November 21 and December 10, 2025. These sessions brought together representatives from government and regional organizations, business owners and operators, as well as representatives from the real estate and development sector. Each meeting began with an introductory presentation from City staff, outlining the South Vancouver Industrial Area and the purpose of the Zone Review.

This section provides an overview of the key themes and feedback received during the focus groups. The key themes are organized into four categories:

- 1) Current Outlook for the Area
- 2) North of Kent: Key Opportunities and Challenges
- 3) South of Kent: Key Opportunities and Challenges
- 4) Marine Gateway: Key Opportunities and Challenges



CURRENT OUTLOOK FOR THE AREA

Strategic Advantages of SVIA's Location

What We Heard:

The SVIA's location is an asset. The industrial area is near rapid transit which attracts and retains workers, especially when compared to similar industrial areas in Metro Vancouver. The SVIA is also located near main transportation routes (i.e. the airport and trucking corridors) which helps businesses move goods quickly and efficiently. Overall, the location supports industrial operations while limiting conflicts with nearby communities.

Having industrial lands close to urban centers is not only important for industrial businesses, but for the people who rely on those services. When industrial businesses are nearby customers can access essential services (i.e. car repair) without travelling long distances, which improves convenience and reduces time and transportation burdens.

"Being close to a transit hub is really important.... While there are comparable industrial zones that might fit our needs in Burnaby and Richmond, these areas are less attractive for getting employees to work."

"Proximity to the airport is so important... High value goods cannot wait for [truck] travel times - they are typically flown in, clear customs at the airport, then distributed to nearby warehouses"

"Why would you give up control of the future of industrial land when you have this in your hand. All those things no one needs to see when they look out their bedroom window need to go somewhere, where else would you put these things?"

"Where would industrial business go if they had to leave the SVIA?"

"Where does car repair go? A person cannot drive to Delta to get a car repaired if they live in Downtown Vancouver."



CURRENT OUTLOOK FOR THE AREA (Continued)

Contrasting Perspectives on Existing and Future Industrial Land Uses

What We Heard:

There was an agreement that industrial lands are evolving. However, there were contrasting perspectives on how industrial use in the SVIA will change. Some participants felt that the area should allow for more flexible, employment focused uses rather than strictly traditional industrial activities. Others emphasized the importance of protecting industrial land for traditional uses, noting that future industrial needs are difficult to predict.

"Industrial land is evolving."

"Industrial land is foundational, the amount we have available is small and shrinking. When we talk about industrial land the three things I think of: we're not making more, it's scarce, it's expensive."

"There should be a focus on employment uses rather than specific industrial uses."

"...it's so important we have industrial land as an option, you can't predict how industries will change."

"You're not going to get a big distribution company in this area... For the land value, they will chose to locate in the Fraser Valley. The best chance for success in this area is focusing on new industrial uses that rely on people and proximity to the city-centre."



NORTH OF KENT: KEY OPPORTUNITIES AND CHALLENGES

Ensuring the Long-Term Viability of Industrial Land

What We Heard:

The SVIA, especially north of Kent Avenue, should prioritize protection and intensification of industrial and employment use. However, industrial businesses in the SVIA are facing growing pressure from rising costs. Moving an established business is difficult, especially given the limited availability of buildings that meet functional needs (i.e. ground floor industrial space). Protecting and intensifying industrial lands helps ensure these businesses can remain in the SVIA and continue to support current and future economic needs.

“Industrial land leads to economic resilience...if we give [industrial land] away to other uses we don’t know what we might miss out on”

“Once your [industrial] business is established in an area it’s hard to move.”

“Having industrial spaces on the ground floor of a building is incredibly important.”

“Longterm we need more industrial space. Maybe more intense buildings north of Kent Avenue is the right move.”

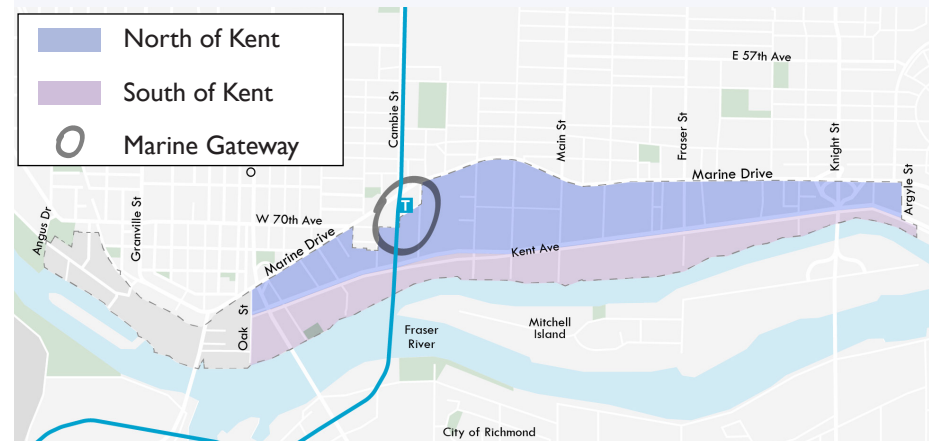
Transportation and Infrastructure Constraints

What We Heard:

Traffic congestion along Kent Avenue impacts industrial uses in the SVIA. Kent Avenue is often used as a shortcut to avoid Marine Drive, resulting in increased congestion and delays for workers commuting to the area and for the movement of goods and deliveries. Further, businesses have been impacted by aging infrastructure, such as watermain breaks, which can disrupt operations and create added uncertainty for business owners.

“Kent Avenue was never meant to be a major road... It became busy because of the pressure on Marine Drive.”

“I’ve experienced two major watermain breaks. Because of the watermains there were times when I’m coming to the office on the weekend to check to see what’s happened.”



NORTH OF KENT: KEY OPPORTUNITIES AND CHALLENGES (Continued)

SVIA's Evolving Role in the Industrial Landscape

What We Heard:

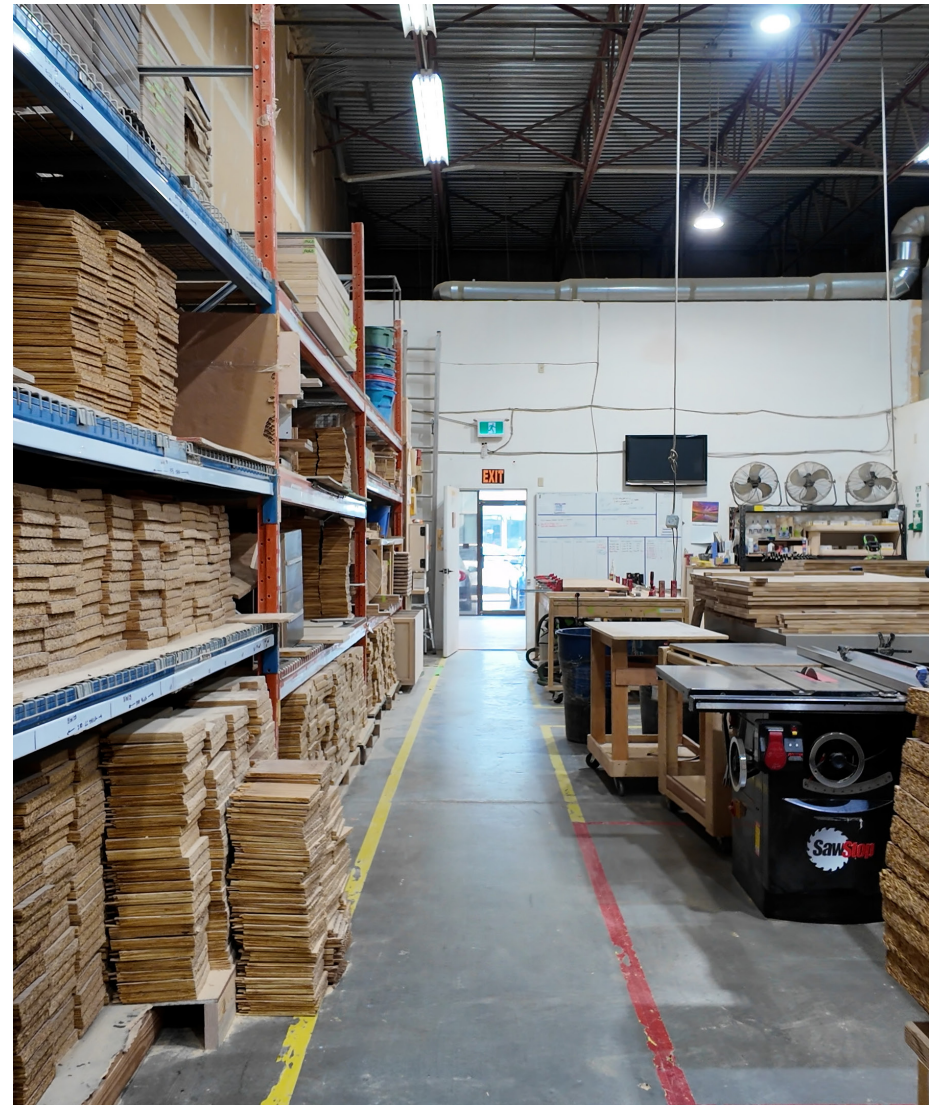
Instead of focusing solely on industrial intensification, the industrial area north of Kent Avenue should support diverse economic clusters that mix industrial with complimentary employment-based activities. This area benefits from proximity to rapid transit, which helps attract and retain employees, but also faces constraints on goods movement due to bridge crossings (i.e. traffic). Focus group participants indicated that the greatest opportunity for the area north of Kent Avenue is prioritizing industrial and employment uses that are more people oriented instead of heavy industrial uses.

"The opportunity [in the SVIA] is creating economic clusters...that's where the high value jobs and economic growth come from."

"This area is competing with other municipalities like Richmond. But other municipalities have no bridges to cross, wider roads, are closer to highways..."

"In the SVIA, I see more industrial uses that rely on people because it's easier to get to work."

"I like the idea of creating a zone that allows both industrial and employment uses."



NORTH OF KENT: KEY OPPORTUNITIES AND CHALLENGES (Continued)

Limitations of Stacked Industrial Development

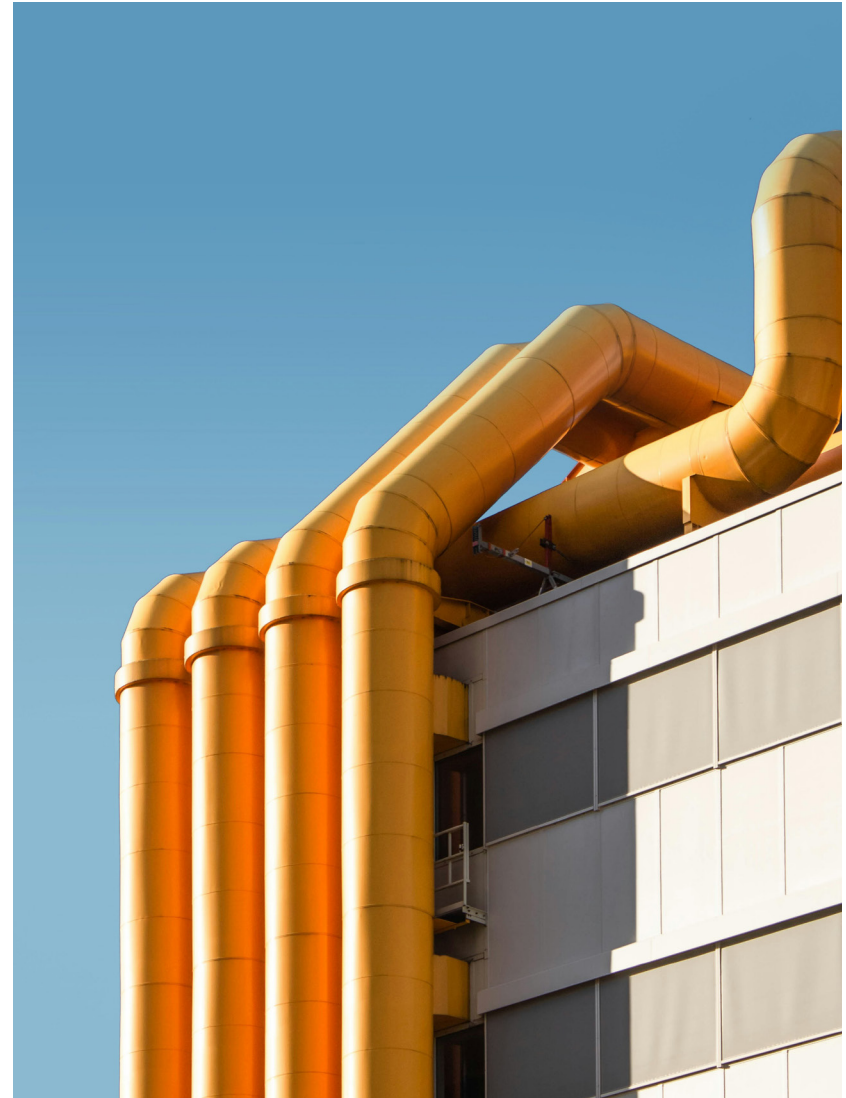
What We Heard:

Industrial businesses typically have different space needs than other employment-based uses. These often include higher ceiling heights, ground floor loading and access, and supporting heavy machinery. While some employment uses, like offices, can easily be stacked vertically, this is not always practical for industrial activities. Focus group participants noted that multi-storey industrial buildings have higher construction cost, and the lack of direct ground floor access which can significantly limit their functionality and attractiveness for industrial businesses.

"The cost of building stacked industrial space is very high."

"...You're not going to be putting 500-pound machinery there, it will go on the ground floor."

"The beauty of most [non-industrial uses] is you can build vertical."



SOUTH OF KENT: KEY OPPORTUNITIES AND CHALLENGES

Transportation Constraints

What We Heard:

When Marine Drive becomes congested, especially during peak hours, cars divert to Kent Avenue leading to additional traffic congestion. Industrial businesses located south of Kent Avenue have limited access options and must rely on this corridor regardless of traffic conditions. As congestion increases, delays become less predictable, reducing travel time reliability and negatively affecting employee and goods movement. These conditions create operational challenges for local industrial businesses.

“Is there a possibility to widen Kent Avenue? Widening Kent Avenue would improve trucking routes and urban accessibility.”

“Kent Avenue was built as a side street but has become a pretty major route. The amount of traffic is impacting travel time reliability for industrial businesses.”



SOUTH OF KENT: KEY OPPORTUNITIES AND CHALLENGES (Continued)

Aligning Industrial Uses with Sub Area Conditions

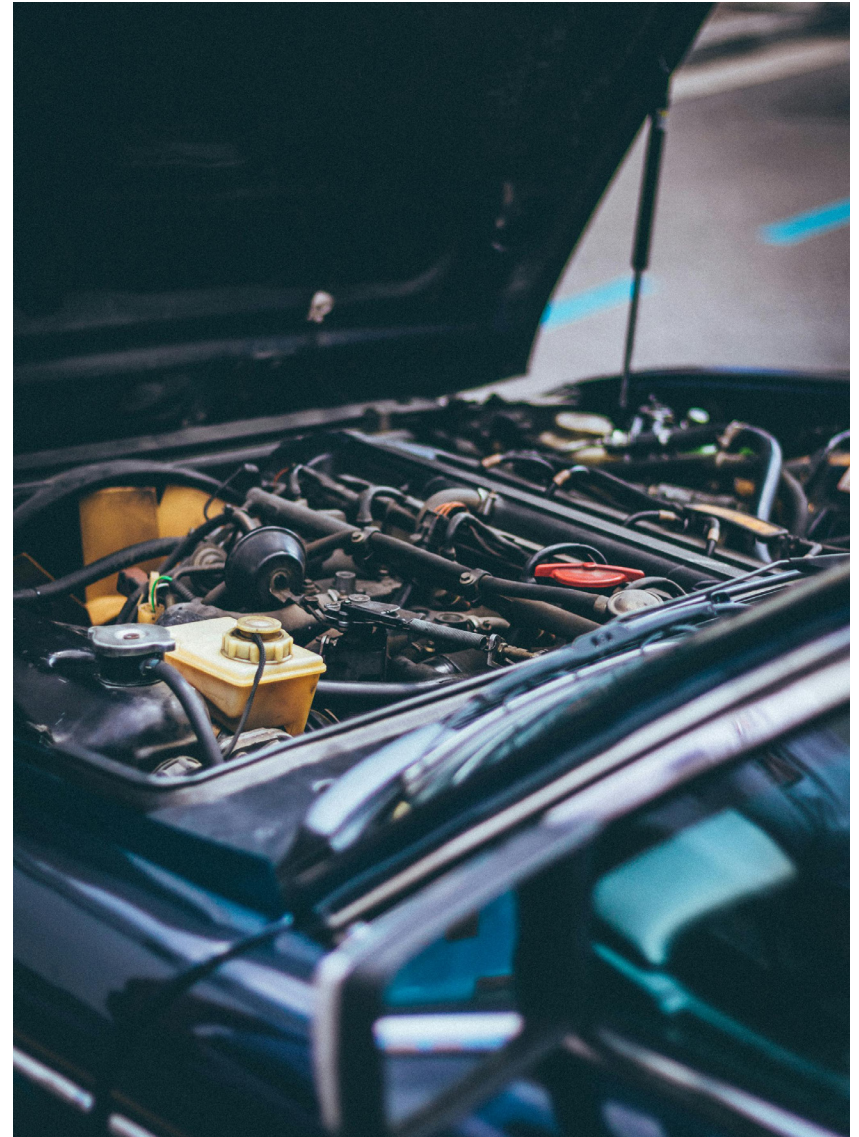
What We Heard:

The properties within the industrial area south of Kent Avenue have unique opportunities and challenges when compared to the industrial area north of Kent Avenue. The properties south of Kent Avenue are large, located on flat terrain, and often have direct access to the Fraser River which some industrial businesses require. While future development will need to address flood mitigation and seismic upgrades, due to proximity to the Fraser River, having waterfront access is very rare for industrial land located in Vancouver. Compared to the industrial area north of Kent Avenue, which may offer greater potential for intensified industrial development, the area south of Kent Avenue may be better suited for more traditional industrial activities. Focus group participants indicated that the existing industrial uses are well suited for the area, particularly for loud or disruptive activities which are better located away from residential neighbourhoods.

"...if you're raising a flat site to meet flood requirements there's going to be a steep loading grade."

"This area floods so [future development] will need to adjust... Excavation will be challenging."

"The current industrial uses [along the Fraser River] are good as is. Put loud, noisy, smelly, uses here."



SOUTH OF KENT: KEY OPPORTUNITIES AND CHALLENGES (Continued)

The Importance of Heavy Industrial Uses

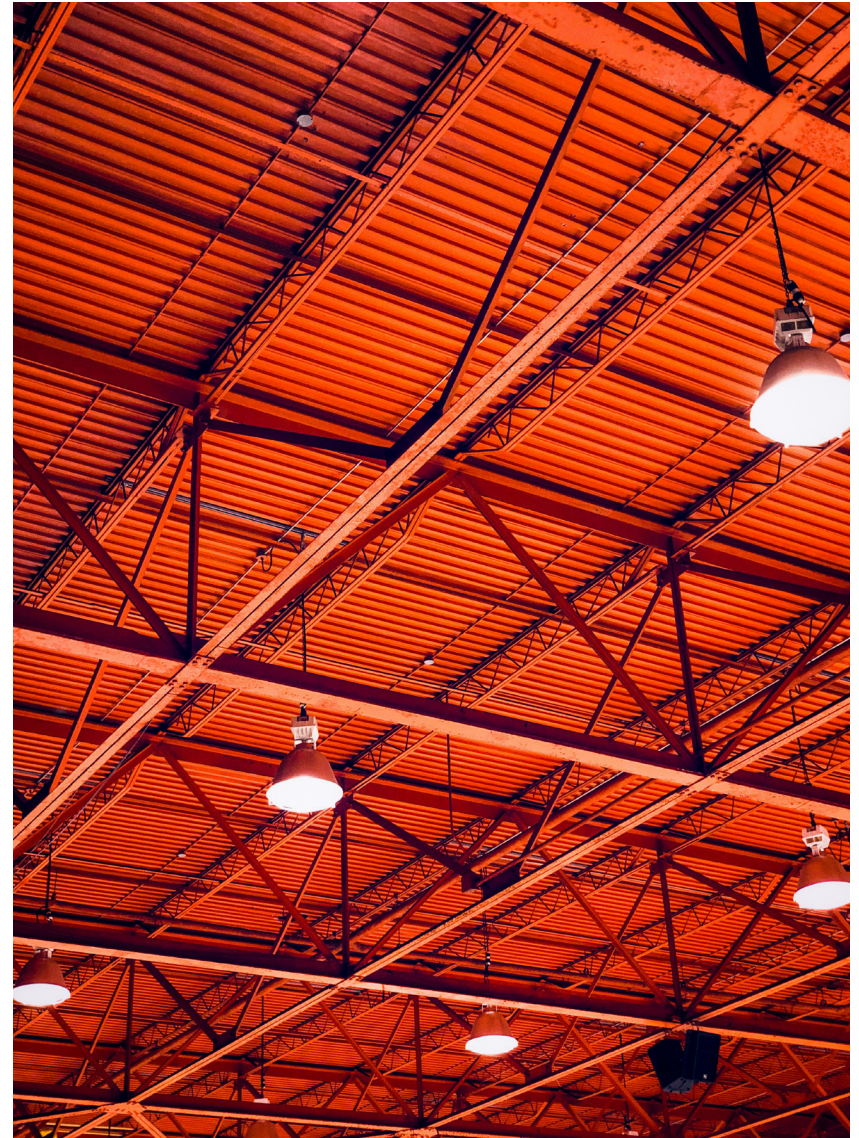
What We Heard:

The SVIA is one of the few remaining areas in the city where heavy industrial uses can operate without causing significant impacts on nearby residential areas. Keeping heavy industrial businesses within the city is important for both local and regional economic functions. For example, goods like concrete cannot travel long distances without hardening and becoming unusable. Having industrial land within the City of Vancouver for these types of businesses to be located on is imperative for the local economy and development industry. Focus group participants supported directing more intensive industrial and employment uses closer to Marine Drive, while continuing to protect and accommodate existing heavy industrial operations south of Kent Avenue.

“Where else [in the city] are you going to put heavy industrial uses? Travel time elsewhere in the region is prohibitive, these industrial uses add value to the city.”

“The heavy industrial lands are not just serving the City of Vancouver, they also serve the region.”

“Don’t touch the industrial uses south of Kent Avenue, leave them as-is. Intensification should be focused closer to Marine Drive.”



MARINE GATEWAY: KEY OPPORTUNITIES AND CHALLENGES

Differing Perspectives on Locating Residential Use Adjacent to Industrial Uses

What We Heard:

There were divided perspectives on locating residential uses adjacent to industrial lands. Some focus group participants argued industrial uses are becoming less intense and more compatible with housing. Other participants pointed out that there remains some important industrial uses that cannot be located in the same building as residential due to safety reasons (i.e. fire hazard). In addition, it was cautioned that introducing residential development leads to complaints about noise and odors, ultimately displacing industrial businesses. Even when residents move into established industrial areas, concerns about these impacts may still arise and limit flexibility of industrial operations. There were also differing perspectives between industrial businesses that own their properties and those that lease space. While industrial operators tend to prioritize affordability and long term business stability, property owners may seek higher land values through increased density or redevelopment potential.

"The nature of industrial uses are changing and it's not as intense as it was in the past. There will be less conflict between residential and industrial uses than there used to be."

"If you try to convert these [industrial lands] into mixed residential/industrial sites you are signing a death warrant to all industrial lands"

"Loud noises and smells can't go next to houses."

"As a business owner, I don't want the rent increased [from redevelopment pressure]. But as a property owner, I want increased density so the [land] value goes up."



MARINE GATEWAY: KEY OPPORTUNITIES AND CHALLENGES (Continued)

Lack of Facilities Needed to Support Increased Residential Use

What We Heard:

Because the SVIA is a historic industrial area, community facilities and green spaces are limited. Existing residents already travel further into the city or to other municipalities to access community services. Allowing residential uses on industrial land around the Marine Drive SkyTrain station would increase demand for these facilities. Additional residential use adjacent to the Marine Drive Skytrain Station should be limited given the constraints on community and recreational amenities. Future planning efforts should consider new community and recreational amenities, as well as park space, to help support a complete and livable neighbourhood.

“There aren’t a lot of parks or community centres in the area, my kids already go to Richmond or further north for [recreational use].”

“We need more sports facilities, like badminton or basketball, to make a [future community] more whole.”



MARINE GATEWAY: KEY OPPORTUNITIES AND CHALLENGES (Continued)

Loss of Industrial Land and Precedent Setting

What We Heard:

While some focus group participants supported housing near the Marine Drive SkyTrain Station, there was also concern that it sets a precedent for converting industrial land to residential use, gradually eliminating space needed for industry. Several participants noted that housing can be accommodated in many areas of the city, whereas industrial land is limited and difficult to replace. Development pressure and land speculation are already contributing to rising rents and increased uncertainty for industrial businesses, including higher operating costs and redevelopment clauses in leases that threaten long term business stability.

"...I am concerned that we are gradually eroding industrial land and converting it to residential. I would hate to see us lose more industrial land and impact our ability to operate here".

"Allowing housing here will set a precedent, there will be pressure to do this on industrial land everywhere."

"Where is the next best place to put [industrial uses] if we didn't have the SVIA? Competing use is housing. Where is the next best place to put housing is an easier question. Housing can go anywhere else."

"Our rent has already gone up a lot [due to development pressures]."



MARINE GATEWAY: KEY OPPORTUNITIES AND CHALLENGES (Continued)

Traffic Concerns due to Increased Residential Use

What We Heard:

Introducing residential uses on industrial land adjacent to the Marine Drive Skytrain Station may increase traffic and add pressure to Kent Avenue, which is already experiencing heavy congestion. Industrial businesses also raised concerns that adding more residents to the area may impact parking and loading. Allowing residential development on industrial lands should also include traffic analysis to mitigate impacts on the surrounding businesses.

“Adding more housing will increase traffic.”

“Adding more residential use in the area will increase the number of cars. I’m worried that my [industrial] business will be fighting for parking spaces.”

