

Vancouver Official Development Plan and Regional Context Statement Amendments for Former Molson Brewery Site - Other

Date Received	Time Created	Subject	Position	Content	Author Name	Neighborhood	Attachment
2026-07-21	08:52	Vancouver Official Development Plan and Regional Context Statement Amendments for Former Molson Brewery Site	Other	I am writing regarding the proposed amendments to the Vancouver Official Development Plan and Regional Context Statement for the former Molson Brewery site at 1550 Burrard Street and 1655 West 1st Avenue, to change the land use designation from “Industrial and Employment” to “Mixed-Use High-Rise 2” and from “Industrial” to “General Urban.” In principle, I support: 1. Change in land use: Moving from industrial to mixed-use and general urban is appropriate for this centrally located waterfront site and aligns with broader city objectives for more housing and employment space in well-served areas. 2. Mixed-use intent: A combination of residential, commercial, and employment uses can help create a more vibrant, active area and better integrate this site with surrounding neighbourhoods. However, I have significant concerns that I urge Council and staff to address before any future rezoning or development approvals: 1. Building height and massing (“over 26 storeys”): The public notice references “buildings over 26 storeys,” but does not clearly indicate the maximum permitted height, number of towers, or overall massing. Given nearby large-scale developments, there is a real risk of overbuilding and substantial impacts on views, skyline character, and shadowing on adjacent neighbourhoods and public spaces. Clear height limits, tower separation, and view/shadow analysis should be established in the Guiding Principles and Rezoning Guidelines, and communicated transparently to the public. 2. Cumulative impacts with nearby high-rise development: The area is already experiencing significant change with major high-rise projects nearby. Any future development on the Molson site must be evaluated not in isolation, but in terms of cumulative effects on the skyline, livability, and public realm, including view corridors, access to sunlight, and the overall sense of scale along Burrard and the waterfront. 3. Infrastructure and community amenities (parks, schools, childcare, transportation): If this site is to accommodate high-density residential and employment uses, there must be a clear plan for: - Adequate park and open space provision - School capacity (K–12) and childcare spaces - Transportation impacts, including traffic, transit capacity, walking and cycling connections - Parking and loading, to avoid spillover impacts on surrounding streets and neighbourhoods These elements should be embedded in the Guiding Principles and Rezoning Guidelines, with explicit expectations for developer contributions and phasing to ensure that growth is matched by amenities and infrastructure. 4. Clarity on “Mixed-Use High-Rise 2” policy framework: For the public and Council to meaningfully evaluate this land use change, the City should clearly explain what “Mixed-Use High-Rise 2” entails in terms of typical heights, densities, and built form, and how this designation will be applied specifically to the Molson site. Without this clarity, it is difficult to understand the full implications of the proposed change. In summary, I support the shift away from industrial use and the general move toward mixed-use, higher-density development at this location. However, I ask Council to ensure that future planning and rezoning for the former Molson Brewery site: - Sets clear, reasonable limits on building height and massing - Addresses cumulative skyline and livability impacts with nearby high-rise projects - Is tied to a robust plan for parks, schools, childcare, transportation, and other community	Shaun Greffard	Kitsilano	

				amenities. Balancing growth with livability and a high-quality public realm is essential if this important waterfront site is to truly serve the broader public interest. Thank you for considering my comments.			
2026-07-21	16:17	Vancouver Official Development Plan and Regional Context Statement Amendments for Former Molson Brewery Site	Other	These comments are about the Public Hearing regarding the Former Molson Brewery Site at 1550 Burrard Street and 1655 West 1st Ave	Kira Leeb	Fairview	Appendix A

April 22, 2026

Re: Request for Feedback on the Proposed Molson Site Redevelopment, West 1st Street Site
RTS 18477

Dear Mr. Hale Jones-Cox,

On behalf of over 1100 residents of our respective Strata Corporations in the immediate neighbourhood, we are writing to express our growing concern regarding the magnitude and pace of densification occurring in the neighbourhood. While we recognize and support the need for thoughtful urban growth and increased housing supply, we believe the current trajectory risks outpacing the infrastructure necessary to sustain a healthy, functional, and livable community.

As you are aware, our neighbourhood is currently in the midst of multiple significant development projects within a relatively short timeframe. Phase 1 of the Senakw Project is slated to begin occupancy in the next few months with all three towers anticipated to be completed at the end of 2026. This will add 1400 rental units and 2500 to 3000 people to the area (for context, the entire South False Creek population as of the 2021 census was approximately 5500). When the entire project is complete there will be 10,000 people on 10 acres of land – almost certainly one of the highest-density residential enclaves in Canada.

There is also a nearly completed development at 1595 West 2nd Avenue that will add 100 more rental units into the area. Construction of Phase 2 of Senakw will also likely get underway in the fall/winter of 2026-2027. The cumulative impact of these developments raises important questions about the capacity of existing infrastructure and services. Residents are increasingly concerned that essential amenities—including schools, grocery stores, healthcare access, and public transit—are already under strain and may become inadequate if plans for scaling these amenities is not undertaken at the same time as the City considers plans for even more development in the area such a rezoning of the Molson's site.

Importantly, the opportunities to add the required infrastructure by repurposing adjacent land are limited. The area is home to a large concentration of luxury car dealerships and repair shops, several of which are new or redeveloped. These occupy considerable land and they are not going anywhere. The Canadian Forces campus is similarly locked in.

To the south is the impending densification built into the Broadway Plan. Any new retail infrastructure will be fully subscribed by the population growth that will follow.

In addition, local schools are nearing or at capacity, creating uncertainty for families and placing pressure on educational resources. It would be unfortunate to have a repeat of the

lack of educational resource planning that plagued the Olympic Village development where it took over 20 years for adequate schooling to become available for residents. Similarly, access to basic necessities such as grocery stores and community services has not expanded in proportion to the anticipated population growth. There is literally one small grocery store in a 10 block radius beside the markets on Granville Island.

Transportation infrastructure is another area of concern. Current public transit routes and service levels have already been identified by the City of Vancouver as being insufficient to accommodate the projected increase in usage by residents from the Senakw Project alone. Adding even greater density to this area without first carefully planning how to address this may lead to increased reliance on private vehicles, exacerbating traffic congestion, parking challenges, and environmental impacts. A comprehensive understanding of future traffic flow and transit demand is essential before further densification proceeds at scale.

We respectfully submit that a more balanced and proactive approach to development would help address these concerns while still supporting the City's broader housing objectives. Specifically, we encourage the City to consider the following measures:

- **Infrastructure-First Planning:** Prioritize the development and expansion of key infrastructure—such as schools, transit capacity, and essential retail services—before or concurrently with significant increases in residential density.
- **Phased Development Approach:** Implement a staged or phased approach to densification that allows infrastructure and services to keep pace with population growth, rather than lag behind it.
- **Comprehensive Transit and Traffic Studies:** Conduct detailed, forward-looking studies to further assess the impact of increased density on transportation networks, including traffic flow, transit capacity, and pedestrian safety. These studies should inform both development approvals and infrastructure investment.
- **Enhanced Public Engagement:** Facilitate meaningful opportunities for community input and dialogue throughout the planning process. Residents bring valuable lived experience and insight that can help shape more effective and responsive development strategies.

We believe that with careful planning, collaboration, and a commitment to aligning infrastructure with growth, it is possible to achieve a more sustainable and livable outcome for all stakeholders. Our intention is not to oppose development, but to ensure that it is undertaken in a manner that reflects the long-term needs of the community.

We appreciate having the opportunity to submit these concerns to you for consideration and would welcome the opportunity to participate in any further discussions or consultations on this matter. We represent the strata communities of Harbour Cove (600 residents), Island Cove (100 residents), Mariner Point (250 residents) and The Lagoons (150 residents).

Yours sincerely,

Pat Jacobsen, President, Strata Council, Island Cove

[REDACTED]

Bob McFadden, President, Strata Council, Harbour Cove,

[REDACTED]

Michael Blanchflower, VP, Strata Council, The Lagoons

[REDACTED]

Konstantin Ahrndt, VP, Strata Council, Mariner Point

[REDACTED]

CC:

Councillor Pete Fry

Mayor Sims