



REFERRAL REPORT

Report Date: May 19, 2026
Contact: Matt Shillito
Contact No.: 604-707-5487
RTS No.: 18622
VanRIMS No.: 08-2000-20
Meeting Date: June 2, 2026

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: Vancouver Official Development Plan and Regional Context Statement
Amendments for Former Molson Brewery Site

Recommendation to Refer

THAT the General Manager of Planning, Urban Design and Sustainability be instructed to bring forward the application to amend the *Vancouver Official Development Plan* described below, and that the amendment be referred to Public Hearing together with the recommendations set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary *Vancouver Official Development Plan* amendment by-law, in accordance with the recommendations set out below, for consideration at the Public Hearing;

AND FURTHER THAT staff be directed to make an application to Metro Vancouver to amend the *Metro 2050: Regional Growth Strategy* to re-designate the former Molson Brewery site at 1550 Burrard Street [PID 007-960-646; Lot 2, Block D, Plan VAP13996, District Lot 3610, New Westminster Land District, Exp Pp 46467(Leasehold Over Portion Of Roof)] and 1655 West 1st Avenue [PID 015-875-831; Lot 1, Block D, Plan VAP4358, District Lot 3610, Group 1, New Westminster Land District, Except Plan 47235, (Ref PI 4358), (Ref PI 3640)] from "Industrial" to "General Urban."

Recommendations for Public Hearing

- A. THAT Council approve, in principle, the amendments to the *Vancouver Official Development Plan* generally as presented in Appendix A of this report to change the Generalized Land Use designation of 1550 Burrard Street and 1655 West 1st Avenue ("former Molson Brewery site") from "Industrial and Employment" to "Mixed-Use High-Rise 2" and to change the regional land use designation from "Industrial" to "General Urban" in the *Regional Context Statement*;

FURTHER THAT the amendment to the *Regional Context Statement* contained in the *Vancouver Official Development Plan* be referred to the Board of Metro

Vancouver for their acceptance or refusal;

FURTHER THAT, subject to the approval of Metro Vancouver to re-designate the former Molson Brewery site from “Industrial” to “General Urban” and amend the *Regional Context Statement*, the Director of Legal Services be instructed to bring forward for enactment amendments to the *Vancouver Official Development Plan By-law* generally in accordance with Appendix A.

- B. THAT subject to the approval of Recommendation A, Council approve the “Former Molson Brewery Site: Guiding Principles and Rezoning Guidelines,” generally as presented in Appendix B to guide future development of the site.
- C. THAT Recommendations A and B be adopted on the following conditions:
 - (i) THAT the passage of the above resolutions creates no legal rights for the landowner or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Council meeting shall not obligate the City to enact by-laws, and any costs incurred in fulfilling requirements to proceed with enactment are at the risk of the person making the expenditure or incurring the cost; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

Purpose and Executive Summary

In accordance with [Council direction](#) from February 2026 and in response to a July 2025 [Council Motion](#), staff are bringing forward for referral to Public Hearing proposed amendments to the *Vancouver Official Development Plan* (“*Vancouver ODP*”) to change the Generalized Land Use designation for the former Molson Brewery site from “Industrial and Employment” to “Mixed-Use High-Rise 2,” and to change the regional land use designation from “Industrial” to “General Urban” in the *Regional Context Statement*. Council also directed staff to begin discussions with Metro Vancouver regarding an application to amend the site’s land use designation in the *Metro 2050: Regional Growth Strategy* (“*Metro 2050: RGS*”) to reflect the proposed *Vancouver ODP* and *Regional Context Statement* amendments.

Considering the site’s proximity to residential uses, particularly the immediately adjacent Señákw development on the Squamish Reserve, and its lack of connectivity to key trucking and rail routes critical for goods movement, the site is no longer suitable for stand-alone heavy industrial uses. The current [M-2 zoning](#) permits only industrial and other uses that are incompatible and potentially dangerous when situated in or near residential districts. The proposed *Vancouver ODP* and *Regional Context Statement* amendments would enable consideration of a future rezoning application for mixed-use redevelopment of the site, including new and diversified job space, together with residential uses and supporting public amenities.

Per [Council direction](#), City staff consulted on the proposed *Vancouver ODP* amendments with staff from the Musqueam, Squamish and Tsleil-Waututh Nations; Department of National Defence; Provincial Government (Ministries of Transportation and Transit, Housing and Municipal Affairs, and Jobs and Economic Growth); Metro Vancouver; TransLink; Vancouver School Board; Conseil scolaire francophone; and the general public. This consultation, along with discussions with the landowner (Concord Pacific), has informed the preparation of a set of Guiding Principles and Rezoning Guidelines to inform future rezoning of the site, subject to Metro Vancouver and Council approval of the proposed *Metro 2050: RGS* and *Vancouver ODP* re-designations. These guidelines are presented for approval and attached as Appendix B.

Metro Vancouver's approval of the City's application to amend the site's land use designation in the *Metro 2050: RGS* is required prior to Council's final approval (enactment) of the proposed *Vancouver ODP* and *Regional Context Statement* amendments. Further to advice from Metro Vancouver staff, this report seeks Council direction to submit the proposed re-designation application to Metro Vancouver at the time this report is referred to Public Hearing, and to subsequently refer the associated *Regional Context Statement* amendment after Public Hearing. Should Council amend or refuse the proposed *Vancouver ODP* and *Regional Context Statement* amendments after Public Hearing, staff will update or withdraw the Metro Vancouver application accordingly.

Council Authority/Previous Decisions

- July 2025: Council Motion [Realizing the Full Potential of Exceptional Lands in Vancouver](#) directed staff to provide site-specific information regarding the future role, planning considerations, and policy implications for five industrial locations (including the former Molson Brewery site) to identify sites that are appropriate for housing development and for consideration by the Metro Vancouver Board for re-designation from "Employment" or "Industrial" to "General Urban" in Metro Vancouver's *Metro 2050: RGS*.
- Feb 2026: Subject to Council approval and enactment of the *Vancouver ODP*, [Council directed staff](#) to:
- Bring forward an application to amend the *Vancouver ODP* to re-designate the former Molson Brewery site from "Industrial and Employment" to "Mixed-Use High-Rise 2";
 - Undertake consultation with the local Nations, stakeholders and the general public; and
 - Initiate discussions with Metro Vancouver staff regarding a Type 3 amendment to the *Metro 2050: RGS* to re-designate the former Molson Brewery site from "Industrial" to "General Urban."
- March 2026: Council [approved and enacted](#) the [Vancouver Official Development Plan](#), repealed the former *City of Vancouver Regional Context Statement Official Development Plan*, and incorporated an updated version of the *Regional Context Statement* as Appendix A to the *Vancouver ODP*. The *Regional Context Statement* identifies how the City's long-term land use policies align with the *Metro 2050: RGS*.

City Manager’s Comments

The City Manager concurs with the foregoing recommendations.

Context and Background

The former Molson Brewery site is located at the southwest end of the Burrard Bridge in the city’s Fairview Neighbourhood, as shown in Figure 1.

The brewery was constructed in 1953 when False Creek was surrounded by heavy industrial uses and connected regionally via the now de-commissioned CP Railway tracks. Over the past 70 years, the surrounding area has transformed into a mixed-use neighbourhood comprising residential uses to the east (False Creek South), light/creative industrial and employment uses to the south and east (the Burrard Slopes’ Armoury District and Granville Island), residential uses to the west (Kits Point) and park space to the north (Vanier Park). Most recently and currently under construction, the Squamish Nation is developing the Señákw development on the Squamish Reserve, a high-density mixed-use project of 6,000+ purpose-built rental units immediately adjacent to the northeast, sharing a 275 metre (900 foot) property line with the Molson site.

Figure 1: Former Molson Brewery site and context



The 283,000 sq.ft. brewery once employed up to 250 people, but ceased operations in 2019 when it relocated to a larger brewing facility in Chilliwack with direct access to Highway 1. There has been no industrial activity on the site since that time. The current [M-2 zoning](#) permits “industrial and other uses that are generally incompatible, potentially dangerous, or environmentally incompatible when situated in or near residential districts.” Considering the site’s proximity to residential uses, particularly the immediately adjacent Señákw development, and its lack of connectivity to key trucking routes or rail network critical for goods movement, the

site is no longer suitable for stand-alone heavy industrial uses.

There is a unique opportunity to capitalize on the 7.7-acre site’s central location within Vancouver’s Metro Core area through a mixed-use redevelopment which delivers new and diversified job space, together with residential uses and supporting public amenities. More suitable job space for the site could include light industrial, tech and office, tourism and hotel, retail and service (including grocery stores and restaurants), educational, cultural, and arts uses to meet the needs of businesses, residents, and visitors. These uses may be co-located with housing subject to mitigation measures required under the [Vancouver Building By-law](#).

The former Molson Brewery site was one of five exceptional industrial locations identified by Council in a July 2025 [Council Motion](#) for consideration of introduction of residential uses. It is the only self-contained site of the five locations identified and is not contiguous with any other industrial lands. As such, [Council directed staff](#) in February 2026 to (1) bring forward an application to amend the *Vancouver ODP* to change the site’s Generalized Land Use (“GLU”) designation from “Industrial and Employment” to “Mixed-Use High-Rise 2”; (2) undertake consultation with the local Nations, stakeholders, and the general public; and (3) initiate discussions with Metro Vancouver staff regarding a [Type 3 amendment](#) to the *Metro 2050: RGS* to re-designate the Molson site from “Industrial” to “General Urban.” The following section provides updates on that work.

Discussion

1. [Vancouver ODP Amendments](#)

Following adoption of the [Vancouver Official Development Plan](#) on March 31, 2026, the City initiated a process to amend the *Vancouver ODP* to change the former Molson Brewery site’s GLU designation from “Industrial and Employment” to “Mixed-Use High-Rise 2” and the regional land use designation in the *Regional Context Statement* from “Industrial” to “General Urban”. Consequential amendments to additional maps and figures within the *Vancouver ODP* are included to reflect the proposed mixed-use designation for the site (see Figure 2).

The site is located within the Metro Core/Broadway Neighbourhood Type of the Urban Structure Strategy, which identifies the site for Industrial/Employment uses based on the site’s previous intensive industrial uses. The site is no longer suitable for stand-alone heavy industrial uses given the lack of nearby rail and trucking routes and its adjacency to high-density residential uses at the Señákw development. A compact, mixed-use development that includes continued job uses alongside housing and supporting public amenities is more suitable given the changing role of the area and future vision for the Metro Core.

Figure 2: Proposed amendments to the *Vancouver ODP*

Amendment	Page	Description
Figure 10: Relationship between land use policies and regulations	52	Change illustrative uses of the Urban Structure Strategy and Generalized Land Use (“GLU”) designations maps to correspond to the changes below
Figure 11: City building layers	55	Change illustrative use of the Urban Structure Strategy map to correspond to the changes below
Map 2: Urban Structure Strategy	61	Change site from “Industrial/Employment” to “High Streets and Commercial Hubs”

Figure 14: Building blocks of the GLU	81	Change illustrative use of the Regional land use designations and overlays map to correspond to the changes below
Map 4: Generalized Land Use map	85	Redesignate the site's GLU from "Industrial and Employment" to "Mixed-Use High-Rise 2"
Mixed-Use Designations GLU thumbnail	88	Add site
Industrial & Employment GLU thumbnail	92	Remove site
Map 5: Housing opportunities	101	Change site from "Industrial/Employment" to "Area to Expand Diverse Housing Options"
Map 6: Employment area opportunities	113	Change site from "Industrial/Employment" to "High Streets and Commercial Hubs"
Map 8: Long-term transit network	131	Remove the "Industrial/Employment" overlay to show underlying "Metro Core/Broadway"
Map 16: Arts, culture and heritage policy support areas	153	Change site from "Industrial Area" to "High Streets and Commercial Hubs"
Map A1: Regional land use designations and overlays (<i>Vancouver ODP</i> Appendix A, <i>Regional Context Statement</i>)	231	Change site from "Industrial" to "General Urban"
Map B1: Regional land use designations and overlays (<i>Vancouver ODP</i> Appendix B, <i>Additional Maps</i>)	233	Change site from "Industrial" to "General Urban"

Prior to adopting an amendment to the *Vancouver ODP*, in accordance with section 562.02 of the *Vancouver Charter*, Council must consider:

- (a) any applicable guidelines under the [Provincial Policy Manual: Transit-Oriented Areas](#);
- (b) any financial planning documents or policies that Council considers relevant; and
- (c) any waste management plan under Part 3 of the *Environmental Management Act* that is applicable to Vancouver.

Council may also consider any other land use planning and any social, economic, environmental or other community planning and policies that the Council considers relevant.

Details of City plans and policies applicable to this application are addressed in this report. The former Molson Brewery site is not located in a transit-oriented area ("TOA"), so there are no applicable TOA guidelines. Staff have considered the application against applicable financial and waste management plans and have identified no material impacts.

2. Guiding Principles and Rezoning Guidelines

Feedback from the *Vancouver ODP* amendment consultations (summarized in the following section), along with discussions with the landowner (Concord Pacific), have informed the preparation of the *Former Molson Brewery Site: Guiding Principles and Rezoning Guidelines* (the "Guiding Principles," attached as Appendix B). The proposed Guiding Principles will be used to inform future planning and rezoning of the site and support an application to Metro Vancouver to amend the *Metro 2050: RGS*. They also present a unique opportunity to advance the *Vancouver ODP's* Big Ideas and to support policy objectives pertaining to job space, housing, community amenities, and the public realm.

Key topics and themes of the proposed Guiding Principles, and how they align with *Vancouver ODP* objectives, are briefly summarized in Figure 3 below.

Figure 3: Former Molson Brewery site Guiding Principles (see Appendix B for detailed text for each principle)

Topic	Guiding Principle	Alignment with <i>Vancouver ODP</i>
Reconciliation	<ul style="list-style-type: none"> Honour the City’s commitment to reconciliation with xʷməθkʷəy̍əm (Musqueam), Skwxwú7mesh (Squamish) and səlilwətaʔ (Tseil-Waututh) Nations 	<ul style="list-style-type: none"> Foundational Principle of Reconciliation Cultural visibility for the local Nations (Policies 8.2.1 and 8.3.1)
Land Use	<ul style="list-style-type: none"> Deliver significant new job and employment space Support a diverse and affordable housing mix 	<ul style="list-style-type: none"> Job space in Metro Core/Broadway (Policy FG1.4.2) Expansion of affordable housing supply in Metro Core/Broadway (Policy FG1.4.1)
Urban Design	<ul style="list-style-type: none"> Encourage contextual design and neighbourhood integration Advance regenerative and climate-responsive site design 	<ul style="list-style-type: none"> Climate change adaptation (Policy 3.2.2) Ecology (Policy FG1.2.4)
Transportation and Connectivity	<ul style="list-style-type: none"> Support healthy and accessible transportation options Seek opportunities to improve transit access and connectivity in collaboration with partners 	<ul style="list-style-type: none"> Connectivity, safety and sustainable transportation (Policies FG1.3.5, 5.1.4, 5.2.1, 5.2.4 and 5.2.9)
Public Benefits and Public Spaces	<ul style="list-style-type: none"> Include public amenities to support an equitable, livable and inclusive complete neighbourhood Create public spaces that support community life 	<ul style="list-style-type: none"> Public realm enhancements in Metro Core/Broadway (Policy FG1.4.5) Public space network (Policies 9.3.1 and 9.3.2)
Implementation and Delivery	<ul style="list-style-type: none"> Phased and predictable implementation 	<ul style="list-style-type: none"> N/A

Subject to Council approval, these Guiding Principles will inform and be used to evaluate a future rezoning application for the site.

3. Consultation Feedback:

Per [Council direction](#), City staff engaged with staff from Musqueam, Squamish, and Tseil-Waututh Nations; Department of National Defence (related to the site-adjacent Seaforth Armoury and Hoffmeister Building); Provincial Government (Ministries of Transportation and Transit, Housing and Municipal Affairs, and Jobs and Economic Growth); Metro Vancouver; TransLink; and Vancouver School Board (VSB) and Conseil scolaire francophone. Feedback from these discussions is summarized below:

Local Nations

Meetings were held with staff from the Musqueam Indian Band, Squamish Nation, and Tseil-Waututh Nation, who shared that the former Molson Brewery site is located in an area of historical and ongoing cultural significance to all three of the Nations. Development should honour the site’s location and strengthen cultural representation through integration of culture, art, and history of the three Nations. They noted that transportation upgrades should make the site more accessible to the city and region’s broader transportation network and were in favour of public benefits and open space being delivered in this area. Planning for the site should ensure compatibility with the Seńákw development on the Squamish Reserve through careful consideration of transportation infrastructure, open space and building forms.

In response, the Guiding Principles emphasize the cultural significance of this area to the Musqueam, Squamish, and Tseil-Waututh Nations and encourage strengthening cultural representation and visibility by embedding the local Nations’ culture, art, and history into the site design. The principles also speak to ensuring suitable physical connectivity to the Seńákw development and note the importance of integrating the former Molson Brewery site with the

transportation network to enable broader access to the city and region.

Department of National Defence

A meeting was held with Department of National Defence (DND) staff. DND staff emphasized that their primary concern is maintaining security and preventing unauthorized access to their properties (Seaforth Armoury and Hoffmeister Building), as these sites support sensitive operations, including the daily movement of large military vehicles, and require controlled and reliable access for administrative, training, and operational purposes. Design and development of the former Molson Brewery site should consider and seek to mitigate any risk of trespassing and other security vulnerabilities. Staff also noted that the Hoffmeister Building is a post-disaster facility from which DND staff mobilize in the case of a disaster. Protecting its security and functionality is critical, and surrounding buildings would need to protect the Hoffmeister Building's structural integrity to ensure emergency operational feasibility. DND staff would like to be engaged on technical designs throughout the rezoning process.

In response, the Guiding Principles prioritize the mitigation of potential security risks and addressing transportation considerations for the Seaforth Armoury and the Hoffmeister Building.

Provincial Government

A joint meeting was held with staff representatives from the Ministries of Transportation and Transit; Housing and Municipal Affairs; and Jobs and Economic Growth. Staff from the Ministry of Jobs and Economic Growth raised concerns about the loss of industrial land, noting the general desire to see a 1:1 replacement of industrial lands if and when they are converted to other uses. They encouraged provision of well-paying jobs on the former Molson Brewery site, particularly in the light industrial and tech sectors to align with the Province's [priority sectors](#). Provincial staff also encouraged planning for the site holistically through diverse housing typologies, resilient site design, and transportation options that encourage shifting to more sustainable modes of transportation.

In response, the Guiding Principles encourage provision of priority sector job space, such as light industrial and tech, that are more compatible with residential uses. Other principles speak to supporting a diverse and affordable housing mix, advancing regenerative and climate-responsive site design, and supporting healthy and accessible transportation options, including transit.

Metro Vancouver

Two meetings were held with Metro Vancouver staff representatives, who were generally supportive of delivering expanded employment uses and housing on the former Molson Brewery site, given its proximity to other residential developments. They noted that City staff should address transportation and parking impacts, transit opportunities, and public benefits as part of the *Metro 2050: RGS* amendment application to Metro Vancouver.

In response, the Guiding Principles speak to provision of employment space and housing, management of vehicle parking and access, opportunities for transit improvements, and delivery of public benefits.

TransLink

TransLink staff provided written feedback, summarized as follows:

- Desire to collaborate to address transit service needs as the neighbourhood grows, including exploring possibilities for transit priority and other infrastructure upgrades.
- Encourage exploration of opportunities to strengthen regional active transportation

connections given the site's proximity to major cycling infrastructure, such as the Burrard Bridge, the Seaside Greenway, York Avenue, and Cypress Street.

- Encourage site design that allows for street-level loading to enable efficient goods movement.

In response, the Guiding Principles indicate that opportunities for better transit connections and transit service to the site should be explored in partnership with TransLink, including by strengthening active transportation connections to rapid transit stations. The Guiding Principles also emphasize the importance of providing goods loading for vehicles on-site.

School Boards

A meeting was held with VSB staff, who noted that population growth in the area is uncertain at this stage, depending on residential density, housing form and tenure on the former Molson Brewery site and other nearby developments. VSB staff conducted an evaluation of the possible impacts on current and future school enrolment, as well as land use impacts to school properties and surrounding areas (see Appendix C) and expressed interest in working with City staff to align school planning with residential growth as planning progresses.

City staff also received written feedback from the Conseil scolaire francophone asking whether a future public school could be contemplated on the site.

In response, the Guiding Principles highlight the need to consider and address school capacity and enrolment through the future rezoning process in collaboration with both local school boards.

General Public

The public was invited to complete a Shape Your City survey, submit questions through a question and answer form, send emails or letters, and make phone calls directly to staff. During the public consultation period, staff received 183 surveys responses, nine questions, three emails, one letter, and five phone calls.

Staff gathered public feedback on nine topics: reconciliation, jobs and employment, housing, urban design, transit, vehicles and parking, active transportation, public benefits, and open spaces. Participants were also provided the opportunity to share feedback on other topics of their choosing.

Key themes from public consultation include:

- Desire for affordable housing that supports diverse households, with mixed sentiments about accommodating additional housing in relation to topics such as building heights, densities, and impacts to the existing neighbourhood.
- Support for mixed employment uses that are economically productive and meet the needs of local residents, with some concerns about industrial land protection.
- Emphasis on the need to manage vehicle traffic, parking, and transit capacity in response to neighbourhood growth.
- Strong support for public benefits that support new residents, including gathering spaces and community amenities. Concerns about community infrastructure keeping pace with population growth.

See Appendix D for a full summary of public consultation feedback, including how it has shaped the proposed Guiding Principles.

4. Metro 2050: Regional Growth Strategy Amendment - Land Use Analysis

Metro Vancouver's *Metro 2050: RGS* is the region's overall policy for how growth is addressed and distributed throughout the region. The proposed amendments to the *Vancouver ODP* and *Regional Context Statement* are required to be submitted to Metro Vancouver as part of a [Type 3 amendment](#) to the *Metro 2050: RGS* to re-designate the Molson site from "Industrial" to "General Urban".

Based on advice from Metro Vancouver, staff are seeking Council direction to apply for the [Type 3 amendment](#) after referral of this report to a Public Hearing. Should Council amend or refuse the recommendations of this report after Public Hearing, staff will update or withdraw the Metro Vancouver application accordingly.

Metro Vancouver considers proposed amendments against the overall goals of the *Metro 2050: RGS*, which are to:

1. Create a compact urban area;
2. Support a sustainable economy;
3. Protect the environment and respond to climate change and natural hazards;
4. Provide diverse and affordable housing choices; and
5. Support sustainable transportation choices.

The proposed re-designation of the former Molson Brewery site supports the intent and objectives of the *Metro 2050: RGS* and represents an appropriate evolution of land use for a centrally located site within the metropolitan core. Further details on the land use planning rationale for the proposed re-designation can be found in Appendix E.

In addition to the overall goals of the *Metro 2050: RGS*, Metro Vancouver staff have advised that re-designations should consider potential speculative pressure on nearby industrial lands. The former Molson Brewery site is unique and self-contained with no other industrial lands remaining in the immediate area. With no similar precedents or sites in Vancouver, it is unlikely to lead to a proliferation of more applications for re-designation of industrial land.

5. Metro Vancouver process to amend the Metro 2050: Regional Growth Strategy

Metro Vancouver staff have advised they will accept submission and begin processing a proposed *Metro 2050: RGS* amendment following Council's referral of this report to Public Hearing. Metro Vancouver's [Type 3 Metro 2050: RGS amendment](#) process involves: engagement with the public, First Nations, and a range of stakeholders and government agencies; two decisions by the Metro Vancouver Board; and a regional public hearing. The referral of the amendment to the *Regional Context Statement* is a separate process from the [Type 3 amendment](#) application, and City staff will follow the direction of Metro Vancouver to ensure the Metro Vancouver Board considers both applications together.

Subject to Council approval, if the *Metro 2050: RGS* land use re-designation and the amendment to the *Regional Context Statement* are approved by the Metro Vancouver Board, the updated *Vancouver ODP* amendments would be brought back to Council for enactment.

The next step would be for the landowner to make a rezoning application to the City. The rezoning process would determine in detail the appropriate land use mix, built form and density, site layout, access and servicing, and public benefits. The rezoning application would follow the standard process, including public consultation, before being brought to Council for consideration.

Financial Implications

There are no financial implications associated with this report's recommendations.

Legal Implications

Amendments to an official development plan must be considered at a Public Hearing pursuant to section 559.02(1)(a) of the *Vancouver Charter*. Whether a future rezoning application proceeds to a Public Hearing or a regular Council meeting will be determined based on the substance of the future application and in accordance with the Vancouver Charter.

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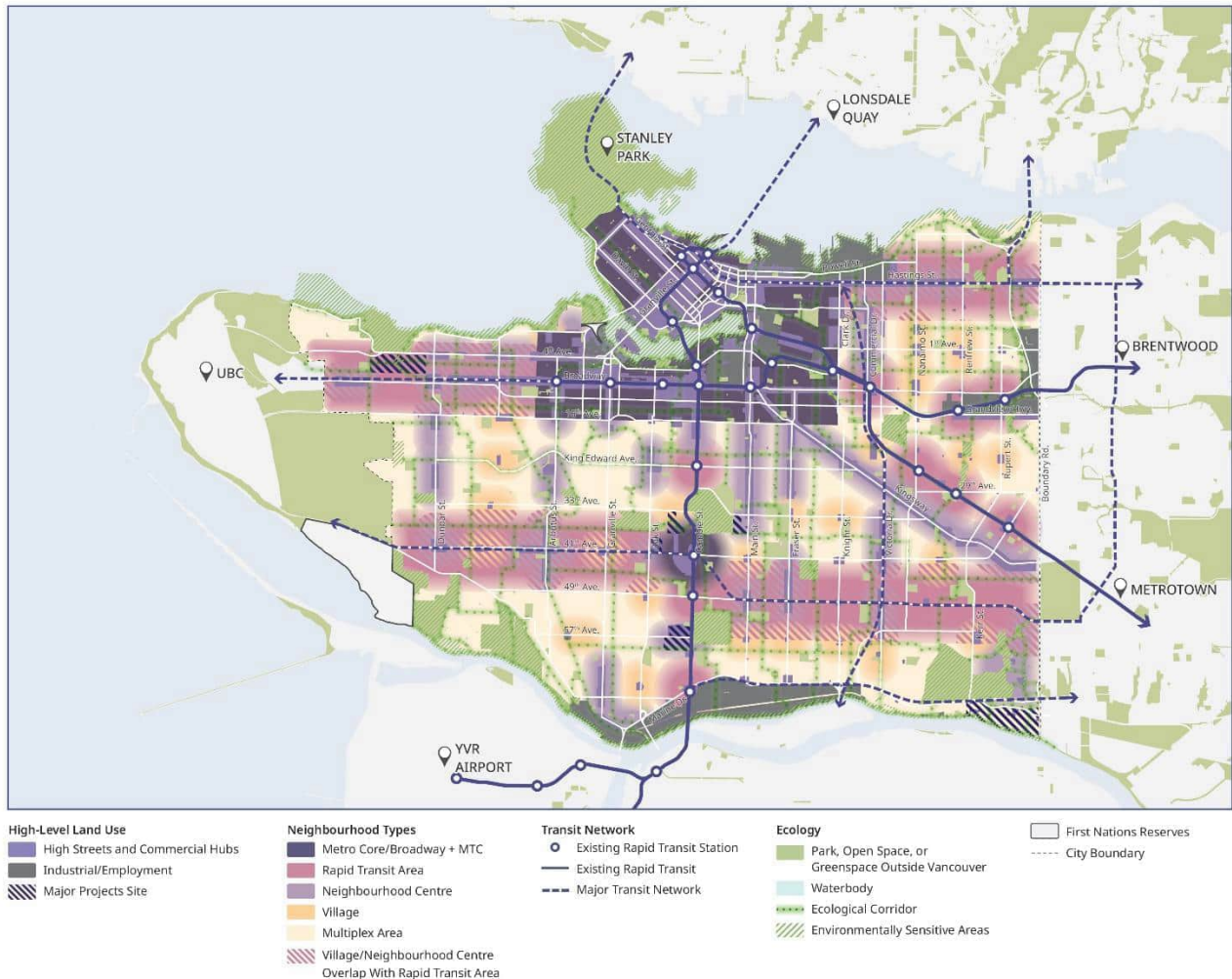
APPENDIX A

**PROPOSED VANCOUVER OFFICIAL DEVELOPMENT PLAN AMENDMENT
to amend the Regional Context Statement and redesignate 1550 Burrard St and 1655 W
1st Ave to Mixed-Use High-Rise 2**

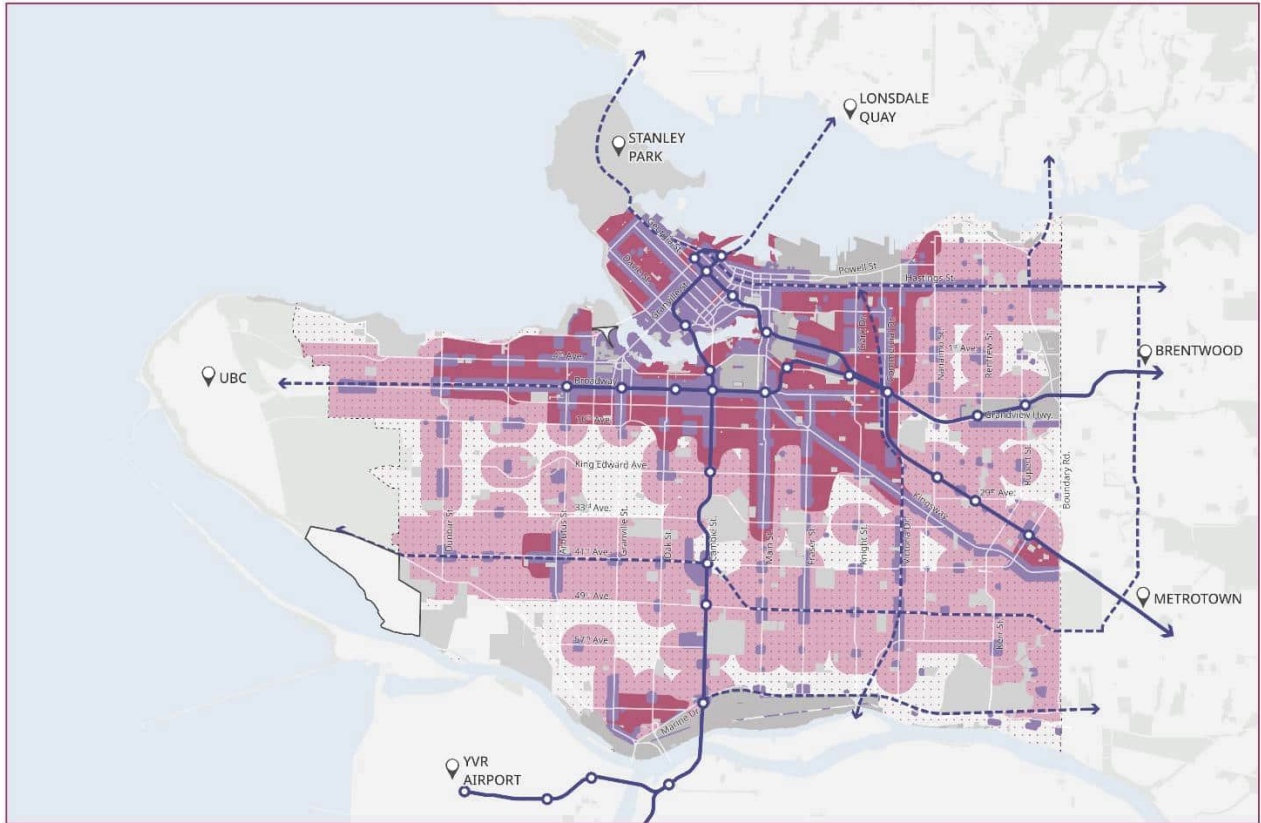
THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This By-law amends the indicated provisions of Schedule A of the Vancouver Official Development Plan By-law No. 14660.
2. Council amends the Generalized Land Use designations of the lands identified in the maps attached to this by-law as Schedule A by amending Map 4 to redesignate the lands to Mixed-Use High-Rise 2, and amends all corresponding illustrative maps in Part 4 accordingly.
3. In Part 4, Council strikes out Map 2, substitutes the following, and amends all corresponding illustrative maps in Part 4 accordingly.

“Map 2: Urban Structure Strategy

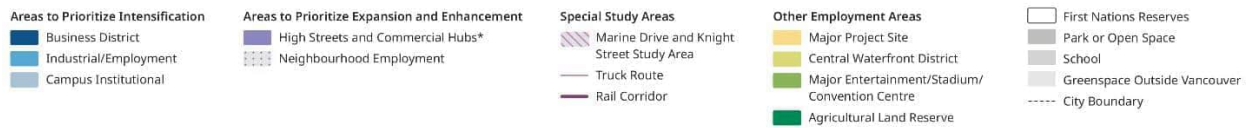
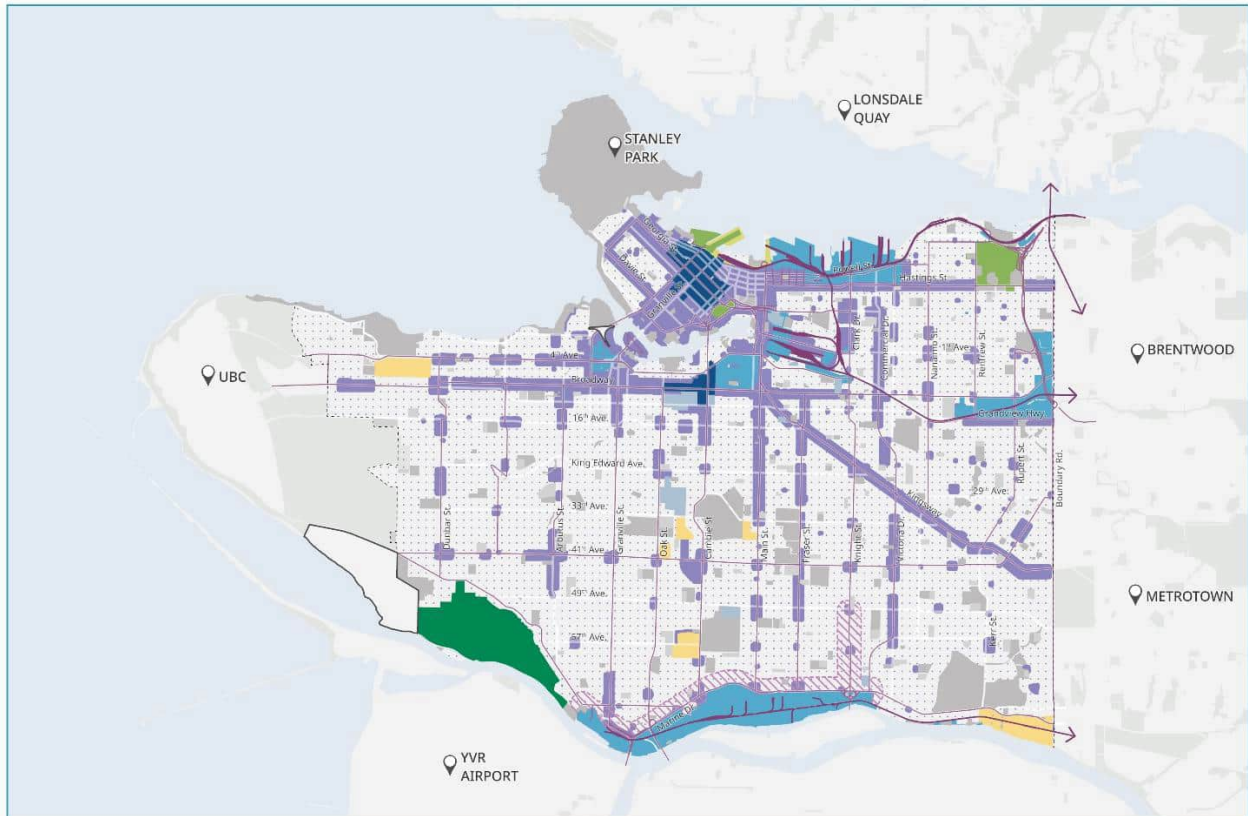


4. In Part 5, Council strikes out Map 5 and substitutes the following:
“Map 5: Housing opportunities

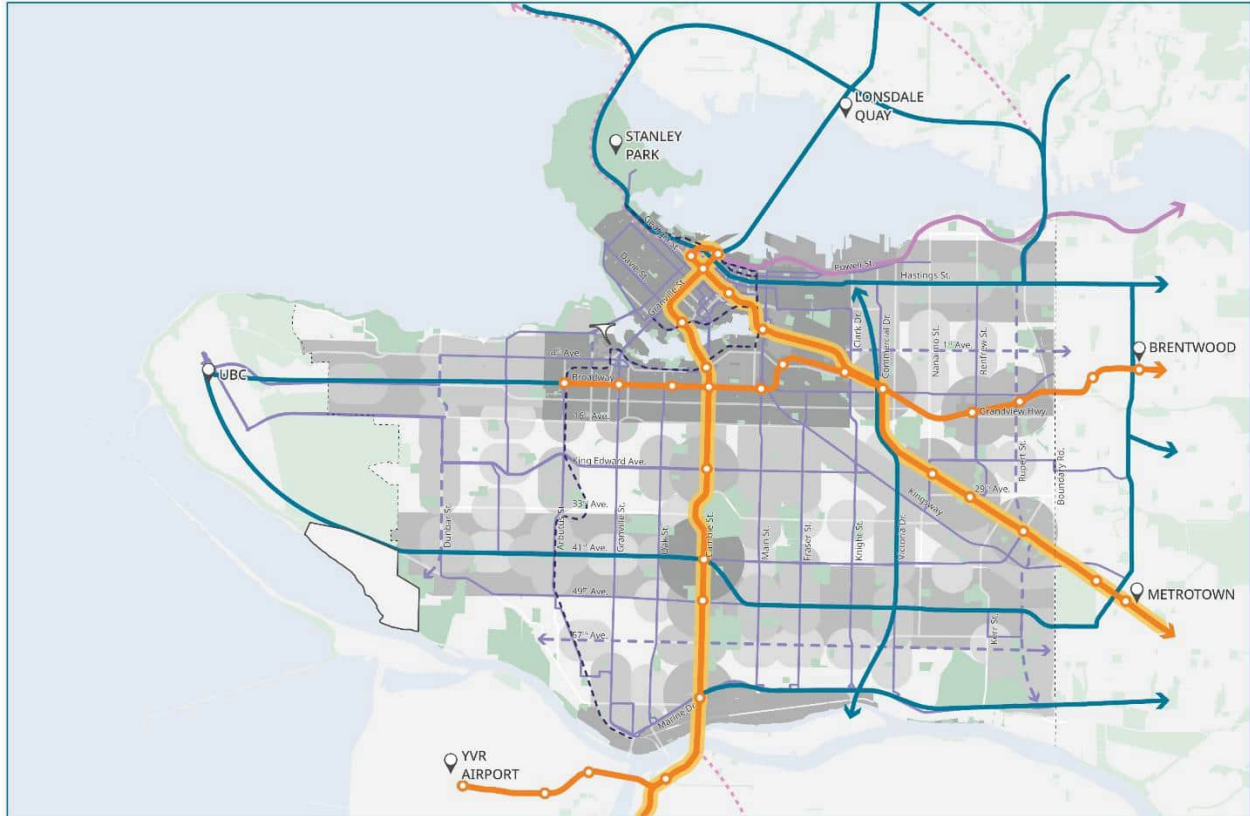


- | | | |
|---|---|--|
| Protect and Renew Existing Affordable Housing | Existing Rapid Transit Station | First Nations Reserves |
| Area to Expand Diverse Housing Options | Major Transit Network | Industrial/Employment |
| Missing Middle Housing Area | High Streets and Commercial Hubs* | Park or Open Space |
| | | Greenspace Outside Vancouver |
| | | City Boundary |

5. In Part 5, Council strikes out Map 6 and substitutes the following:
“Map 6: Employment area opportunities



6. In Part 5, Council strikes out Map 8 and substitutes the following:
“Map 8: Long-term transit network



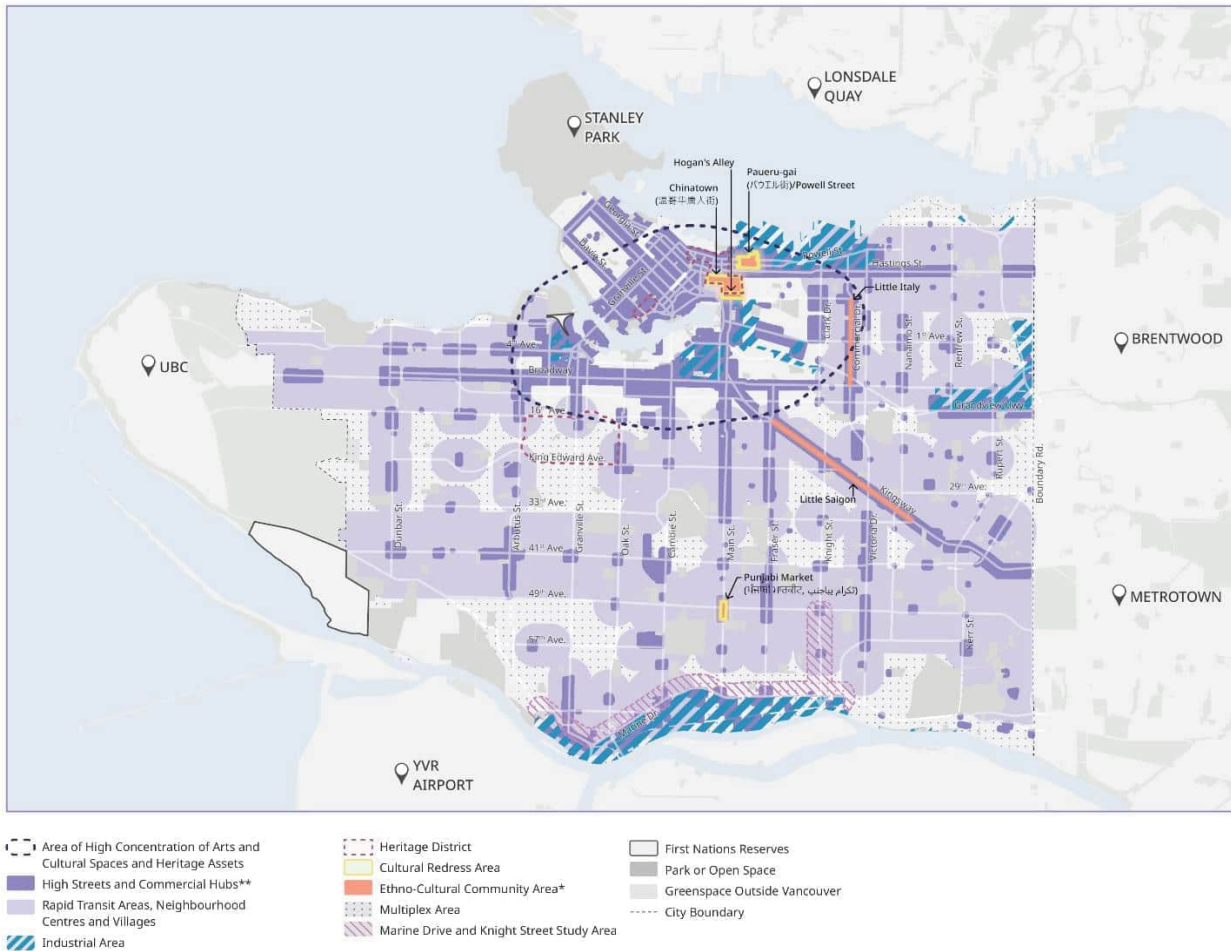
Existing Transit
 ○ SkyTrain Station
 — SkyTrain Line
 — West Coast Express
 — Frequent Transit Network

Future Transit
 — SkyTrain Capacity Relief Measures¹
 — Major Transit Network²
 — Express/Interregional Transit
 - - - Streetcar Alignment
 - - - Frequent Transit Network³

Urban Structure Strategy
 ■ Metro Core/Broadway + MTC
 ■ Industrial/Employment
 ■ Rapid Transit Area
 ■ Neighbourhood Centre
 ■ Village
 ■ Multiplex Area

□ First Nations Reserves
 ■ Park or Open Space
 ■ Greenspace Outside Vancouver
 - - - City Boundary

7. In Part 5, Council strikes out Map 16 and substitutes the following:
“Map 16: Arts, culture and heritage policy support areas



8. In Appendix A, Council amends the *Regional Context Statement* by striking out Map A1 and substituting the following:

“Map A1: Regional land use designations and overlays



9. In Appendix B, Council strikes out Map B1, substitutes the following, and amends all corresponding illustrative maps in Part 4 accordingly.

“Map B1: Regional land use designations and overlays



10. A decision by a court that any part of this by-law is illegal, void, or unenforceable severs that part from this by-law, and is not to affect the balance of this by-law.

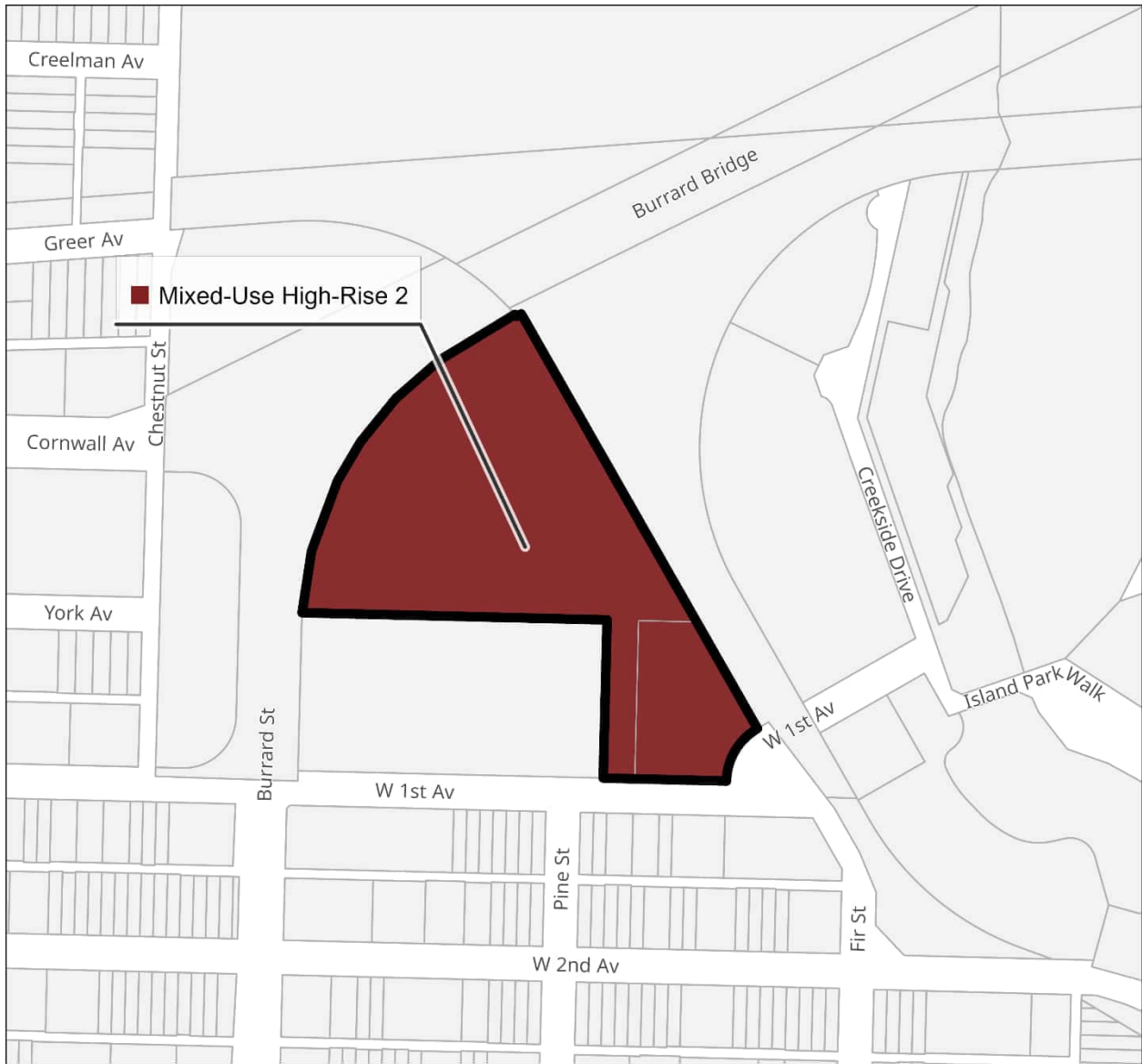
11. This by-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this day of , YYYY

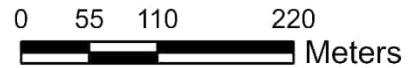
Mayor

City Clerk

Schedule A



Generalized Land Use Designation



APPENDIX B

DRAFT Guiding Principles and Rezoning Guidelines for the Former Molson Brewery Site

Guidelines

Former Molson Brewery Site:
Guiding Principles and Rezoning Guidelines

Approved by Council **Month Day, Year**

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1 BACKGROUND AND CONTEXT

In July 2025, Council directed staff through a [Council Motion](#) to report back with site-specific information on the future role and land use considerations for five exceptional industrial sites/areas to identify sites that are appropriate for housing development and consideration for redesignation from “Employment or Industrial” to “General Urban” in the [Metro 2050: Regional Growth Strategy](#) (Metro 2050: RGS). The sites/areas are:

- i. The former Molson Brewery site,
- ii. The former industrial sites near Main Street and Terminal Avenue,
- iii. The Railtown industrial district,
- iv. The Marine Gateway area, and
- v. The Mount Pleasant industrial area.

The former Molson Brewery site is the only self-contained site of the five sites/areas identified in the Council Motion and is not contiguous with any other industrial lands. In 2026, Council directed staff to start the process to enable redesignating and redeveloping this exceptional site as a comprehensive mixed-use development, rather than a stand-alone industrial site. Figure 1 shows the location of the Molson site within its surrounding context.

Figure 1: Former Molson Brewery site and context



The Molson Brewery was constructed in 1953 when False Creek was surrounded by heavy industrial uses and connected regionally via the now de-commissioned CP Railway tracks. The [M-2 zoning](#) permits “industrial and other uses that are generally incompatible, potentially dangerous, or environmentally incompatible when situated in or near residential districts.” The 26,300 m² (283,000 ft²) brewery once employed up to 250 people, but ceased operations in 2019 when it relocated to a larger brewing facility in Chilliwack with direct access to Highway 1. There has been no industrial activity on the site since the brewery’s closure, with limited interim uses such as movie sets and parking.

Over the past 70 years, the surrounding area has transformed into a mixed-use neighbourhood comprising residential uses to the east (False Creek South), light/creative industrial and employment uses to the south and east (the Burrard Slopes' Armoury District and Granville Island), residential uses to the west (Kits Point) and park space to the north (Vanier Park). The Sk̓wx̓wú7mesh Úxwumixw (Squamish Nation) is developing the Señákw development on the Sk̓wx̓wú7mesh (Squamish) Reserve, a high-density mixed-use project of 6,000+ purpose-built rental units immediately adjacent to the Northeast, sharing a 275 metre (900 foot) property line with the Molson site.

Typical heavy industrial uses under the Molson site's existing [M-2 zoning](#) (e.g. manufacturing, distribution and repair) generate air and noise contamination through combustion of fuel and metals, handling of solid bulk materials, and food and animal food processing. Considering the site's proximity to high-density residential uses including and its lack of connectivity to key trucking routes or rail network critical for goods movement, the site is no longer suitable for stand-alone heavy industrial uses.

There is a unique and significant opportunity to capitalize on the 7.7-acre site's central location within Vancouver's Metro Core area through a mixed-use redevelopment which delivers new and diversified job space, together with residential uses and supporting public amenities. More suitable job spaces for the site could include compatible light industrial uses such as Laboratories, Production Studios and Creative Manufacturing, Digital Entertainment and Information Communication Technology (DEICT), Office, Hotel, Service and Retail uses. Light industrial uses can be co-located with housing subject to mitigation measures required under the [Vancouver Building By-law](#).

This redevelopment opportunity aligns with the "Metro Core/Broadway" Neighbourhood Type and advances other policy objectives in the [Vancouver Official Development Plan](#) ("*Vancouver ODP*").

In 2026, amendments to the *Vancouver ODP* were brought forward to Council to redesignate the former Molson Brewery site from "Industrial and Employment" to "Mixed-Use High-Rise 2."

2 INTENT

The following guiding principles are intended to establish high-level direction to inform the preparation and review of a rezoning application for the site. They identify key planning objectives and considerations, providing a framework for evaluating proposed land use, built form, public realm and public benefit outcomes as the project advances.

The guiding principles will also be used to support an application by the City to Metro Vancouver to amend the site's *Metro 2050: RGS* designation from "Industrial" to "General Urban".

At this early stage, the guiding principles are deliberately broad and strategic in nature. They reflect a preliminary level of technical analysis and initial engagement with the x̓w̓m̓əθk̓w̓əy̓əm (Musqueam), Sk̓wx̓wú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) Nations, Department of National Defence, Provincial Government (Ministries of Transportation and Transit, Housing and Municipal Affairs, and Jobs and Economic Growth), Metro Vancouver, TransLink, Vancouver School Board, Conseil scolaire francophone, and the general public. They are not intended to pre-determine specific design solutions, densities or regulatory outcomes. Rather, they set out the overarching intent for the site's redevelopment, recognizing that further work and engagement is required to test options and respond to technical, policy and contextual considerations.

The rezoning process will provide the opportunity to translate the principles into zoning regulations, development obligation agreements and design guidelines. Through this process, City staff will undertake further engagement, assess site-specific opportunities and impacts, infrastructure / servicing needs and other technical requirements, and identify and address any necessary trade-offs between competing objectives.

3 GUIDING PRINCIPLES

3.1 Reconciliation

3.1.1 Honour the City's commitment to reconciliation with x̣ẉṃə̣θ̣ḳẉə̣ỵəm (Musqueam), Sḳẉx̣ẉụ́7̣mesh (Squamish) and sə̣ḷiḷẉə̣ṭə̣ł (Tsleil-Waututh) Nations:

The former Molson Brewery site is located on the traditional and unceded territories of the x̣ẉṃə̣θ̣ḳẉə̣ỵəm (Musqueam), Sḳẉx̣ẉụ́7̣mesh (Squamish), and sə̣ḷiḷẉə̣ṭə̣ł (Tsleil-Waututh) Nations. In alignment with the City of Vancouver's commitment to advancing reconciliation through its [UNDRIP Strategy](#), planning for the redevelopment of the site should be guided by early and ongoing mutual collaboration with the local Nations and respect for their rights, cultures, and self-determination.

The site is located near False Creek and the Burrard Inlet, areas of important historical and ongoing cultural significance to all three local Nations since time immemorial.

Through meaningful and mutually beneficial engagement and collaboration, the rezoning process should explore opportunities to honour the location of the site, and strengthen cultural representation and visibility by embedding the local Nations' culture, art, and history into the site's design and public realm.

3.2 Land Use

3.2.1 Deliver significant new job and employment space:

At the height of its operation, the former Molson Brewery contained 26,300 m² (283,000 ft²) of industrial space and employed 250 people. Heavy industrial uses are no longer compatible on the site given its proximity to high-density residential uses.

Redevelopment of the site should include a minimum 1:1 replacement of the floor space previously dedicated to heavy industrial uses with job space that is compatible with on-site and nearby residential uses. Provision of additional net new job space is strongly encouraged.

Types of job space could include light industrial, tech and office, tourism and hotel, retail and service (including grocery stores and restaurants), educational, cultural, and arts uses to meet the needs of businesses, residents and visitors.

Inclusion of significant job space in this central location supports the [Metro 2050: RGS](#) Goal #2 to "Support a Sustainable Economy" to ensure a diverse economy and jobs close to where people live. It also aligns with job space objectives for the Metro Core/Broadway Neighbourhood Type in the [Vancouver ODP](#) (Policy FG1.4.2).

3.2.2 Support a diverse and affordable housing mix:

Redevelopment of the site should deliver a variety of new housing opportunities which could include strata, purpose-built rental, affordable and social housing to support a diversity of household types, incomes, and backgrounds.

The City's [10 Year Affordable Housing Delivery and Financial Strategy](#) identifies large developments as important opportunities to contribute to the delivery of social and supportive

housing options for lower-income households, and housing for moderate income households. The affordable housing requirements for the Molson site will follow requirements outlined in the [Rezoning Policy for Sustainable Large Developments](#), or whichever applicable policies are in place at the time of rezoning.

This principle is closely aligned with the [Metro 2050: RGS](#) Goal #4 to “Provide Diverse and Affordable Housing” by increasing the supply, variety, and affordability of housing, particularly in transit-oriented locations, to create complete communities. It also aligns with [Vancouver ODP](#) objectives to expand affordable housing supply in Metro Core/Broadway (Policy FG1.4.1).

3.3 Urban Design

3.3.1 Encourage contextual design and neighbourhood integration:

The site planning and built form of new development on the former Molson Brewery site should establish a cohesive and mutually complementary relationship with the local context.

The tallest buildings should be located closest to the Seḥákw development on the Skwxwú7mesh (Squamish) Reserve and step down toward surrounding areas to thoughtfully integrate with the existing neighbourhood.

High-quality architecture, landscape design, and building forms should respond to the local urban context, as well as to the historical and ongoing cultural importance of the area to the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səliłwətał (Tseil-Waututh) Nations.

Careful consideration should be given to solar access on the public realm and open spaces in accordance with applicable City policies and guidelines and the “Mixed-Use High-Rise 2” designation. Built form should contribute cohesively to the surrounding city’s evolving skyline.

The site is centrally located within Vancouver’s Metro Core area and aligns well with [Metro 2050: RGS](#) Goal #1 to “Create a Compact Urban Area” by encouraging efficient land use, reducing sprawl, and enhancing urban centres.

3.3.2 Advance regenerative and climate-responsive site design

Redevelopment of the site should explore regenerative, nature-based site design that protects and enhances ecological systems, and reduces lifecycle greenhouse gas emissions, while meaningfully increasing resilience to climate change.

New buildings and public realm should be designed as integrated systems, where siting, massing, landscape treatment, and servicing collectively reduce energy and water demand, manage rainwater on site, and help mitigate urban heat, flooding, and climate hazards. Consistent with the City of Vancouver’s [Green Buildings Policy for Rezoning](#)s, [Zero Emissions Building Plan](#), and [Rain City Strategy](#), sustainable site design should:

- minimize site disturbance and protect natural features where feasible;
- support permeability, urban biodiversity, tree planting and landscape enhancement
- incorporate green rainwater infrastructure and opportunities for rainwater reuse where appropriate and
- support compact, low-carbon urban form.

Through these measures, redevelopment is intended to contribute to long-term environmental resilience, climate adaptation, and emissions reduction, while creating a healthy, livable, and ecologically functional neighbourhood aligned with the [Metro 2050: RGS](#) Goal #3 to “Protect the Environment and Respond to Climate Change.” This principle also aligns with [Vancouver ODP](#) objectives for climate change adaptation (Policy 3.2.2) and ecology (Policy FG1.2.4).

3.4 Transportation and Connectivity

3.4.1 Support healthy and accessible transportation options:

Concentrating people close to jobs and transit is critical to meeting the City’s [Transportation 2040](#) and [Climate Emergency Action Plan](#) goal that at least two-thirds (~66%) of all trips made by Vancouver residents should be by walking, cycling, rolling, or transit, rather than private vehicles. The mixed-use redevelopment of the site should connect communities through a network of convenient transportation options, including robust transit and safe active transportation (walking/cycling/rolling), to support a reduction in car dependency

Accessibility and universal design should be prioritized across the site, emphasizing walking, cycling, rolling, and transit for people of all ages and abilities with integration into the existing active mobility network.

This site is well-located to encourage reduced vehicle trip demand as it is in proximity to major cycling infrastructure, such as the Burrard Bridge, the Seaside Greenway, York Avenue, and Cypress Street. The site should leverage and improve existing cycling routes to strengthen active transportation connections, including to rapid transit stations (Millennium Line, Canada Line and the Frequent Transit Network).

The street network should provide adequate infrastructure (e.g. greenways, protected intersections, signals, bus shelters, and public bike share stations) to ensure the comfort and safety of people walking, cycling, rolling, or taking transit.

The site design should support a car-lite community through the provision of off-street accessible parking, visitor parking, bicycle parking, passenger and goods loading, while minimizing general purpose vehicle parking, in accordance with the [Parking By-law](#).

The design should provide transportation connections to nearby neighbourhoods (False Creek South, Burrard Slopes’ Armoury District, Kits Point) to limit impacts to the existing street network and ensure connectivity to the city and region’s broader transportation networks. The site design should also be coordinated with adjacent development to develop a mutually beneficial access, egress and circulation system for the area.

The site is located immediately adjacent to the Seaforth Armoury and the Hoffmeister Building, both of which are owned and operated by the Government of Canada (Department of National Defence). Daily operations at these facilities involve critical circulation and parking for large military vehicles, deliveries and the movement of hundreds of workers and military personnel. Any proposed rezoning or development of the site should carefully consider and mitigate potential impacts to the ongoing and essential operations of these facilities.

3.4.2 Seek opportunities to improve transit access and connectivity in collaboration with partners:

The site is located in an area served by existing bus routes that connect to downtown Vancouver and TransLink's Frequent Transit Network. In partnership with TransLink, opportunities for better transit connections and improved transit service to the site should be explored, beginning with the recently completed Burrard Peninsula Area Transport Plan. These include new and improved transit connections across the Burrard Bridge, to rapid transit stations (Millennium and Canada Lines), and along existing east-west transit corridors, subject to regional priorities, fleet availability, and funding.

The site should leverage the proposed Burrard Bridge transit hub, anticipated to be delivered by the Señákw development on the Skwxwú7mesh (Squamish) Reserve, by providing new pedestrian and cycling connections from the site to the transit hub.

Both Guiding Principles 3.4.1 and 3.4.2 align with the [Metro 2050: RGS](#) Goal #5 to "Support Sustainable Transportation Choices". These principles also align with [Vancouver ODP](#) objectives related to connectivity, safety and sustainable transportation (Policies FG1.3.5, 5.1.4, 5.2.1, 5.2.4 and 5.2.9).

3.5 Public Benefits and Public Spaces

3.5.1 Public benefits to support an equitable, livable and inclusive complete neighbourhood:

The former Molson Brewery site should be highly livable and meeting the needs of all ages, incomes and abilities. It should include shops, services, public spaces and community amenities (e.g. childcare, arts/culture spaces) that address the impacts of increased density in the neighbourhood and meet the demand from new residents.

Impacts on school enrolment and capacity will be considered and addressed through the rezoning process in collaboration with the local school boards (Vancouver School Board and Conseil scolaire francophone).

3.5.2 Create public spaces that support community life:

Public open space should be a key organizing element of the site design, with strong connections to existing parks and public spaces in the neighbourhood such as Vanier Park and the seawall.

The site should deliver a diverse mix of urban public spaces for a range of users, including parks and green spaces, plazas, areas for gathering, rooftop gardens and opportunities for local retail activation.

These spaces should receive sunlight at key times and support safety and social interaction, access to nature, and cultural expression.

Design of public spaces should incorporate measures to deter trespassing and maintain appropriate security buffers to the adjacent Department of National Defence property.

Both Guiding Principles 3.5.1 and 3.5.2 align with [Vancouver ODP](#) public realm objectives for the Metro Core/Broadway and broader public space network (Policies FG1.4.5, 9.3.1 and 9.3.2).

3.6 Implementation and Delivery

3.6.1 Phased and predictable implementation:

Development phasing should be planned and coordinated to ensure the timely provision of job space, mixed-tenure housing, municipal infrastructure, amenities and services to ensure growth is adequately supported.

A phasing and implementation plan will be developed at the time of rezoning to ensure the timely delivery of agreed-upon public benefits.

APPENDIX C

Vancouver School Board Evaluation of Possible School Impacts

Vancouver School Board Comments

		Capacity Utilization	
		2025 (actual)	2039 (projected)
Catchment			
Elementary School	Henry Hudson Elementary	92%	97%
Secondary School	Kitsilano Secondary	104%	107%

Future School Capacity Utilization Rates (2039)

Based only on mixed-use redevelopment of the former Molson Brewery site and not considering other future developments, increasing enrolment pressures at elementary and capacity shortage at secondary.

Land Use Impacts on Schools

Increased traffic and on-street parking demand may occur mainly on the east side of Burrard St., rather than west of Burrard St., where Henry Hudson Elementary is located. However, the planned traffic improvements should include safer crossings of Burrard Street, beyond those that exist at West 1st Avenue.



APPENDIX D

Public Consultation Summary:

Former Molson Brewery Site ODP Amendment

May 2026

Land Acknowledgment

The City of Vancouver is on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam Indian Band), Skwxwú7mesh Úxwumixw (Squamish Nation), and səliłwətał (Tsleil-Waututh Nation). The Nations have had a spiritual, cultural, and economic connection to the land since time immemorial. The xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) peoples have never left their territories and will always retain their jurisdiction and relationships with the territory.

City of Vancouver

Vancouver City Council endorsed the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) in 2013 and has designated Vancouver as a City of Reconciliation. To achieve its goals, the City established the *Reconciliation Framework* in 2014, which was reaffirmed by the City in 2022. In October 2022, Vancouver City Council adopted the *UNDRIP Strategy* for Vancouver. In June 2024, the *UNDRIP Action Plan* was approved by the Councils of all partners and is currently in the process of being implemented. All City activities including the former Molson Brewery site *Vancouver ODP* amendment planning process will align with, and advance, the *UNDRIP Strategy's* calls-to-action.

Learn More

There are many resources available to learn more about the relationships the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) Nations have with the land now known as the City of Vancouver. Visit their website to learn about their histories, cultures, governance, and ways of affirming their continuity on these lands:

- xʷməθkʷəy̓əm (Musqueam Indian Band): www.musqueam.bc.ca
- Skwxwú7mesh Úxwumixw (Squamish Nation): www.squamish.net
- səliłwətał (Tsleil-Waututh Nation): www.twnation.ca

Explore City of Vancouver resources about reconciliation and UNDRIP:

- [Read the City of Reconciliation webpage here](#)
- [Read the City of Vancouver's UNDRIP Strategy here](#)
- [Read First Peoples: A Guide for Newcomers here](#)



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Executive Summary

The City of Vancouver is proposing to amend the *Vancouver Official Development Plan* (“*Vancouver ODP*”) for the former Molson Brewery site. In February 2026, Council [directed staff](#) to prepare an application to amend the *Vancouver ODP*, changing the site’s land use designation from “Industrial and Employment” to “Mixed-Use High-Rise 2.” This would allow the site to be considered for a future mixed-use community that would include housing, jobs, public spaces, and amenities.

Public consultation took place from April 2 to April 23, 2026. The City sought input from the general public through an online survey, question and answer form, emails, letters, and phone calls. Consultation focused on high-level principles and priorities to help guide future planning for the site:



What We Heard: Key Themes

- **Meaningful reconciliation:** Interest in a complementary relationship with the adjacent Señákw development, including cultural recognition and visibility of the local Nations.
- **A mix of jobs and uses:** Broad support for retaining employment through a range of employment uses, such as offices, services, retail, and light industrial space, to ensure the site remains economically productive.
- **Housing that meets diverse needs:** Support for new housing, particularly affordable and family-sized homes, along with a mix of tenures including rental and non-market housing.
- **Building scale and fit:** Mixed interest in high-density development balanced with careful attention to height, massing, views, shadowing, and transitions to nearby neighbourhoods.
- **Transportation and access:** Support for improved transit connections and safe walking and cycling routes, with mixed views on vehicle access, parking, and traffic impacts.
- **Public spaces and amenities:** Strong emphasis on high-quality public spaces, including green spaces and places for people to gather, community amenities, and supporting infrastructure that keeps pace with population growth.

The feedback from this consultation, as well as from engagement with the local Nations and other with interest groups, has been used to inform City staff recommendations to Council on the proposed *Vancouver ODP* amendment, as well as *Guiding Principles and Rezoning Guidelines* for the site. Council will consider this information at an upcoming Public Hearing. The *Guiding Principles and Rezoning Guidelines* would inform a future rezoning of the site.

1. Background and Context

The City of Vancouver is proposing to amend the *Vancouver Official Development Plan* (“*Vancouver ODP*”) for the former Molson Brewery site (see Figure 1). The amendment would change the site’s land use designation from “Industrial and Employment” to “Mixed-Use High-Rise 2,” and change the site’s land use designation in the City’s *Regional Context Statement* from “Industrial” to “General Urban”.

The re-designation would provide flexibility to deliver a mixed-use development, including:

- A range of building types and heights, including buildings over 26 storeys per the *Vancouver ODP* designation
- New and diverse employment spaces, such as office, retail, hotel, service, tech and light industrial uses
- Residential uses, such as strata, purpose-built rental, affordable and social housing
- Public amenities and open space, such as childcare facilities, arts and cultural spaces and parks

Site History

The Molson Brewery was built in 1953 when False Creek was surrounded by heavy industry and connected to the region by previously used CP Railway tracks. The brewery closed in 2019, when the company moved to a larger facility in Chilliwack.

Over the past 70 years, the surrounding area has transformed into a mixed-use neighbourhood including:

- Residential land to the east and west (False Creek South and Kits Point)
- Light industrial and employment land to the south and east (the Burrard Slopes’ Armoury District and Granville Island)
- Park space to the north (Vanier Park)

In addition, the Squamish Nation is currently developing the Seḥáḵw development on the Squamish Reserve, a high-density mixed-use project of 6,000+ purpose-built rental units next to the former Molson Brewery site to the northeast.

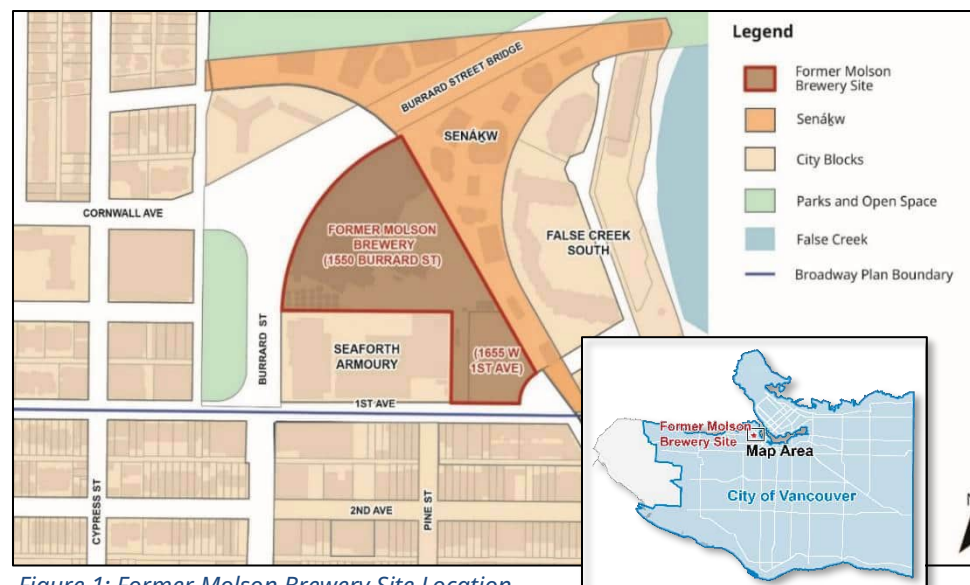


Figure 1: Former Molson Brewery Site Location.

City Council Direction

In July 2025, City Council directed staff through a [Council Motion](#) to report back with site-specific information on land use considerations for five industrial locations. The purpose was to identify sites that are appropriate for housing development and could be considered for re-designation from “Employment or Industrial” to “General Urban” in the [Metro 2050: Regional Growth Strategy](#) (“*Metro 2050: RGS*”). These locations included the former Molson Brewery site.

Staff completed land use analysis for the former Molson Brewery site and found that the site would be more suitable for mixed-use redevelopment. When the brewery was built, the area was mostly industrial. Today, it is surrounded by homes, parks, and mixed-use communities. Heavy industrial activities allowed under the current [M-2 zoning](#) can create noise, pollution, and truck traffic, which are not compatible with nearby housing. The site also no longer has rail access or easy connections to major truck routes, making it a poor location for modern industrial uses compared to other areas of the city.

Based on these findings, in February 2026, Council [directed staff](#) to prepare an application to amend the *Vancouver ODP* to change the former Molson Brewery site’s land use designation from “Industrial and Employment” to “Mixed-Use High-Rise 2.”

Re-designation Process

Enabling the site to be redeveloped as a mixed-use community requires several City of Vancouver and Metro Vancouver approval steps:

1. Application to amend the *Vancouver ODP* and *Regional Context Statement*.

- An amendment to the *Vancouver ODP* and the City’s *Regional Context Statement* would change the site’s land use designation from Industrial to Mixed-Use. See Figure 2 for more details on this process.

2. Application to Metro Vancouver to amend the *Metro 2050: RGS*.

- If City Council approves Step 1, the City will apply to Metro Vancouver to re-designate the site from Industrial to General Urban in the *Metro 2050: RGS*.

3. Rezoning.

- If the Metro Vancouver Board approves the *Metro 2050: RGS* amendment (Step 2), the *Vancouver ODP* and *Regional Context Statement* amendments will be presented to City Council for enactment.
- This would enable Concord Pacific, the landowner, to submit a Rezoning Application for the site. The Rezoning Application would include further public consultation and be brought to Council for consideration.

2. Consultation Process

The public consultation period ran from April 2 to April 23, 2026. In addition to engaging with the local Nations, staff consulted with government and agency partners and the general public. See the June 2, 2026 Council report for details.

Consultation with the general public was focused on the application to amend the *Vancouver ODP* and *Regional Context Statement*, Step 1 in the re-designation process. Participants were invited to share feedback on topics pertaining to the former Molson Brewery site mixed-use redevelopment to inform the site's *Guiding Principles and Rezoning Guidelines*.



Consultation Notification



3,093

notification postcards
(English and Simplified Chinese)



3

site signs



Consultation Participation



2,200+

website visitors



25

mailing list subscriptions



5

phone calls



183

survey responses (English and
Simplified Chinese)



9

website Q & As



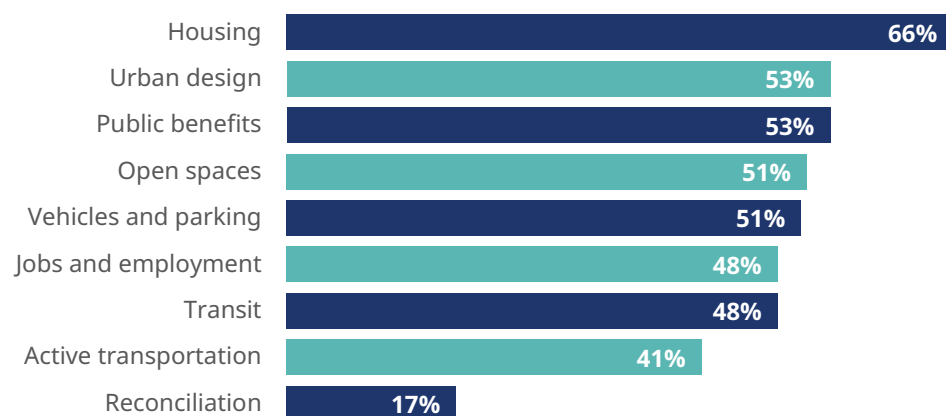
4

emails and letters

Guiding Principle Topics

This section summarizes what we heard from the general public throughout all consultation activities, including survey responses, phone calls, emails, and letters. Participation numbers show the number of survey responses received for each question, but the summaries of each guiding principle topic reflect feedback from all activities.

Q. What topics would you like to comment on?*(Select all that apply) *n* = 174



* Indicates number of people who selected that they wanted to comment on a topic, not number of comments received per topic.

Reconciliation (survey *n* = 26)

Relationship to Seńákw and adjacent development

- Interest in aligning planning for the Molson site with the nearby Seńákw development, including compatibility of land uses, public spaces, and transportation access.

Meaningful reconciliation in planning

- Support for reconciliation approaches that are clear, transparent, and embedded in planning processes. Some questions asking for more clarity on decision-making and governance between the City and Nations

“Reconciliation should be clearly defined within the planning process so that its role, objectives, and limits are transparent and understood alongside other planning priorities.”

Art, culture and visibility

- Support for incorporating art, culture, and language of the local Nations to contribute to place-making and public understanding.
- Concern that cultural elements on their own may be insufficient if not paired with broader structural or governance-based reconciliation actions.

“Planning for this site should acknowledge its immediate relationship to the adjacent Sehákw development and seek to complement, not compete with, Indigenous-led development.”

Jobs and Employment *(survey n = 72)*

Mix of employment uses that support a complete neighbourhood

- Support for a mix of employment uses on the site including offices, services, arts and cultural spaces, and light industrial activities, to create a vibrant and economically productive area.
- Interest in employment spaces that complement nearby residential growth and support people living in the area to work closer to home.

“The site should support a mix of employment uses so people living nearby can also work in the area, rather than it becoming only residential.”

Local-serving jobs and everyday amenities

- Support for local retail, grocery stores, cafés, and services that provide everyday amenities and employment opportunities for nearby residents and workers.
- Interest in small-scale, locally oriented businesses rather than large or destination commercial uses.
- Concerns that employment uses not aimed at local needs may increase traffic or fail to contribute to neighbourhood livability.

“Local retail and services like grocery stores, cafés, and small businesses would help support both jobs and daily needs for the neighbourhood.”

Industrial land protection and job intensity

- Support for incorporating industrial and employment-focused uses, including light industrial space, to protect job-generating land within the city.
- Interest in maximizing job intensity and economic activity on the site, particularly given its central location and proximity to downtown.
- Concern that employment space could be displaced or reduced through redevelopment, limiting long-term job opportunities.

Housing *(survey n = 105)*

Affordability and access to housing

- Strong support for affordable, below-market, and non-market housing so new homes on the site are accessible to a wider range of households.
- Need for clear commitments to affordability to ensure new housing does not primarily serve higher-income households.

“There should be a mix of housing types, including rental, affordable, and family-sized units, not just small condos.”

Housing intensity

- Mixed views on accommodating additional housing, with some thinking high-density housing is important on this central site, while others worry about building height and density fitting the surrounding neighbourhood context.
- Concern about potential impacts of taller or denser buildings on views, sunlight and existing infrastructure.

“Housing is needed, but the scale and height have to respect the surrounding neighbourhood and existing infrastructure.”

Variety of housing types and tenures

- Preference for a mix of housing tenures, including rental, strata, co-op and purpose-built housing, to support different household needs and life stages.
- Desire to ensure housing diversity is maintained over time and not limited to a narrow range of unit types or tenures.

Urban Design *(survey n = 80)*

Building height, massing and transition

- Mixed views on accommodating taller buildings on the site.
- Support for appropriate massing, step downs, and transitions to adjacent neighbourhoods.
- Need for clear limits and design guidance to manage building height and bulk and reduce impacts on views, shadows, and neighbourhood character.

“Building heights should transition to fit the surrounding neighbourhood and avoid creating a wall of towers.”

Neighbourhood integration

- Desire to ensure new development integrates with surrounding areas and the nearby Seńákw development through coordinated site design and public realm considerations.

Transit (survey n = 72)

Transit capacity and service reliability

- Strong support for ensuring transit capacity keeps pace with increased density so services are not overcrowded or unreliable.
- Need for more frequent and dependable service to make transit a practical choice for daily travel and reduce reliance on private vehicles.
- Mixed views on longer term transit ideas, such as streetcar or rail.

“Transit in this area is already busy, so improvements and added capacity should come before or alongside new development.”

“Better bus connections to downtown and nearby neighbourhoods would make it easier to rely on transit instead of driving.”

Connections to existing routes and other neighbourhoods

- Desire for improved connections to existing bus routes and key destinations such as downtown, nearby neighbourhoods, and regional transit corridors.
- Interest in coordinated planning with the Seńákłw development to create efficient transit connections and shared access to transit hubs.

Vehicles and Parking (survey n = 81)

Vehicle congestion, circulation, and neighbourhood impacts

- Support for managing traffic volumes, vehicle circulation, and site access points to prevent congestion and cut-through traffic on surrounding residential streets.
- Concerns that cumulative traffic impacts from multiple nearby development projects could outpace capacity of the existing road network if growth is not carefully phased.

“Adding more density without addressing traffic, transit capacity, and parking together will make congestion and parking problems worse for the neighbourhood.”

“Reducing car reliance makes sense, but there still needs to be practical parking for residents, visitors, and deliveries.”

Parking availability and management

- Preference for parking strategies that prioritize on-site accommodation to reduce reliance on street parking, while also providing visitor and service parking.
- Support for designated loading, pick up/drop off, and short-term parking areas to support deliveries, visitors, and day-to-day operations.
- Concerns about increased competition for curb space affecting existing residents and neighbourhood livability.

Active Transportation *(survey n = 62)*

Pedestrian comfort, safety, and accessibility

- Broad support for upgrading pedestrian infrastructure, including sidewalks and crossings, to improve safety, accessibility, and ease of movement.

“Safe and comfortable walking routes through the site are essential, especially for families and seniors.”

Cycling infrastructure and safety

- Preference for dedicated and protected cycling infrastructure that separates cyclists from vehicle traffic and improves perceived safety.
- Concern about inadequate or shared facilities that may discourage cycling or create conflicts with pedestrians and vehicles.

“Protected bike lanes and better connections to existing routes would make cycling a more realistic option in this area.”

Connections and permeability

- Desire to strengthen connections to existing active transportation routes, such as the seawall, Burrard Bridge, and nearby greenways, while providing direct routes through the site.
- Concern about missed opportunities for through-site connections that could limit permeability and reduce the usefulness of walking and cycling routes.

Public Benefits *(survey n = 85)*

Meaningful public benefits that support population growth

- Strong support for ensuring public benefits are clearly identified and delivered as part of redevelopment, and provide lasting value to the community.
- Desire to ensure infrastructure upgrades, grocery stores, and schools keep pace with new development and population growth.

“New development should deliver real public benefits like parks, community spaces, and amenities that everyone can use.”

“If density is increasing, the community needs to see infrastructure and services grow at the same time.”

Community gathering spaces and amenities

- Support for well-designed community gathering spaces, like public open spaces, and community amenities like libraries, community centres and childcare facilities.

Open Spaces *(survey n = 78)*

Varied size and functionality of open spaces

- Preference for a range of open space types and sizes, including larger central spaces and smaller plazas or gathering areas distributed throughout the site.
- Strong support for providing generous green space and park-like areas that offer relief from density and support recreation, relaxation, and informal use.
- Concern about open spaces that are too small, fragmented, or single-purpose to meet community needs. Desire for open spaces that feel natural and welcoming.

“Open spaces should be large, green, and usable, not just leftover areas between buildings everyone can use.”

“Sunlight, trees, and planting will make public spaces more comfortable and enjoyable year-round.”

Comfort, sunlight, and landscape quality

- Desire to ensure open spaces receive adequate sunlight and include trees and planting to improve comfort, shade, and overall experience.
- Concern about shadowing, wind, or limited planting reducing the usability of open spaces for much of the year.

Other Topics *(survey n = 94)*

The majority of comments reiterated feedback highlight outlined above. Feedback on other topics included:

Expectations for City planning processes

- Desire to see a transparent and accountable planning process, including ongoing meaningful engagement and communications.
- Support for holistic planning processes that consider all elements that make up communities, including phasing development to ensure infrastructure can support population growth.

“Many of these issues are connected — housing, jobs, transportation, and public spaces all need to be planned together.”

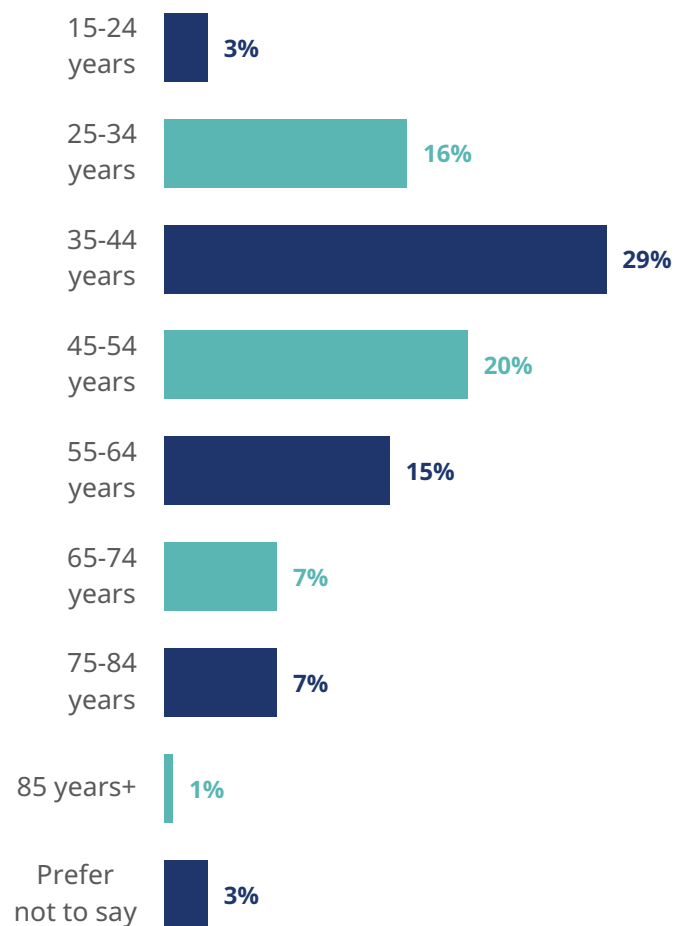
Site context and history

- Support for acknowledging the site’s history and integrating it thoughtfully into future development.

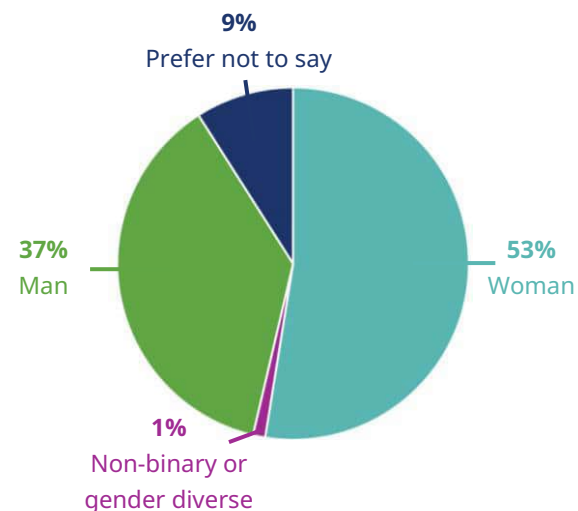
Who We Heard From

This section summarizes the demographic profile of survey respondents.

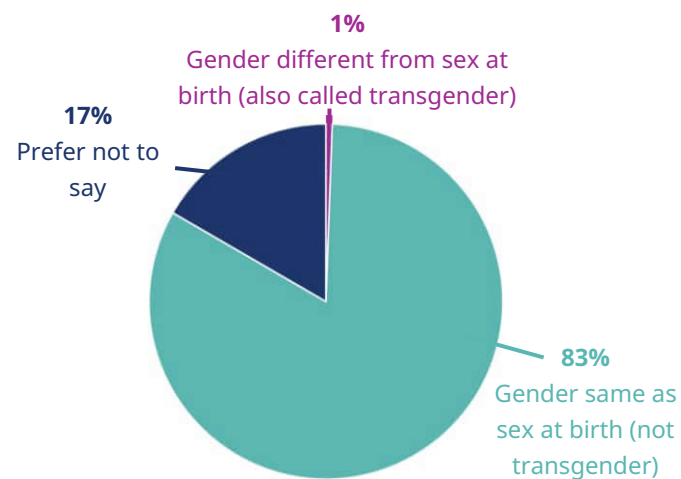
Which age group do you belong to? (Select one) *n* = 177



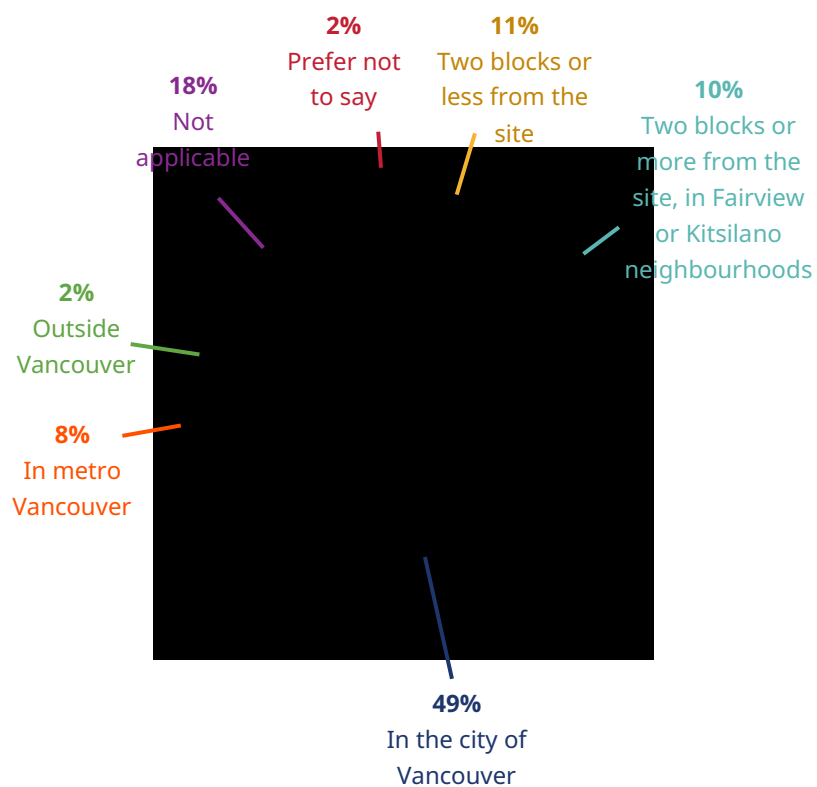
What term most closely reflects your gender identity? (Select one) *n* = 177



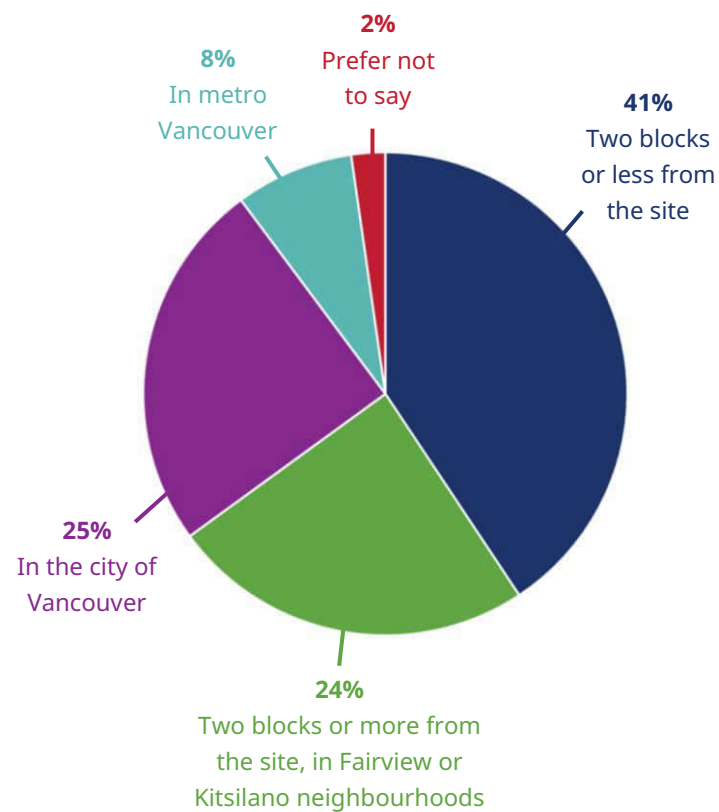
Which of the following best describes you? (Select one) *n* = 174



What is your relationship to the area? I work...
(Select one) *n* = 178



What is your relationship to the area? I live...
(Select one) *n* = 177



3. How We're Addressing Feedback

Public consultation feedback was used to inform *Guiding Principles and Rezoning Guidelines* for the former Molson Brewery site as follows:

Topic	What We Heard	Guiding Principles Response
Reconciliation	<i>Desire for compatibility with Señákw development and meaningful approaches to reconciliation, including through art, culture and visibility on the site.</i>	<ul style="list-style-type: none"> • Encourage early and ongoing collaboration with the local Nations. • Honour the importance of the area to the three local Nations through opportunities for cultural representation and visibility.
Jobs and Employment	<i>Support for mixed employment uses that are economically productive and meet the needs of local residents. Concerns about protecting industrial employment space.</i>	<ul style="list-style-type: none"> • Replace existing job floor space 1:1 as a minimum, with employment uses that are more compatible with residential uses, including light industrial and tech. Provision of additional job space strongly encouraged. • Deliver job space that meets local needs, such as retail and service.
Housing	<i>Need for affordable housing that supports diverse households. Mixed sentiments about accommodating additional housing with respect to building heights, densities, and impacts to existing neighbourhood.</i>	<ul style="list-style-type: none"> • Deliver a variety of housing opportunities, including strata, purpose-built rental, affordable, and social housing. • Provide affordable housing in alignment with City policies. • Address neighbourhood impacts of increased density through building and site design, public benefits, and public spaces.
Urban Design	<i>Desire for ensuring neighbourhood integration, including through building heights, massing, and transitions. Need for design measures to mitigate building height impacts on public realm.</i>	<ul style="list-style-type: none"> • Site design and built form to achieve a complementary relationship with the surrounding neighbourhood through tower placement and massing. • Ensure overall public realm performance, including solar access and contributions to surrounding city skyline.
Transit	<i>Need for increased transit capacity to support population growth, with improved connections to existing and future routes and neighbourhoods.</i>	<ul style="list-style-type: none"> • Seek opportunities to improve transit access with new and improved transit connections across the Burrard Bridge, to rapid transit stations, and along existing east-west corridors. • Provide active transportation connections to proposed Burrard Bridge transit hub.

Vehicles and Parking	<i>Support for managing vehicle traffic and circulation in response to neighbourhood growth. Desire for parking to meet the needs of residents, businesses, and visitors, including loading and pick-up/drop-off.</i>	<ul style="list-style-type: none"> • Coordinate vehicle circulation with nearby development to limit impacts to existing street network. • Provide off-street accessible parking, visitor parking, and passenger and goods loading.
Active Transportation	<i>Broad support for improved active mobility infrastructure to reduce conflicts between modes. Desire for active transportation connections to existing routes and within the site.</i>	<ul style="list-style-type: none"> • Provide street infrastructure to ensure comfort and safety of people walking, cycling and rolling. • Leverage and improve existing cycling routes to strengthen regional active transportation connections.
Public Benefits	<i>Strong support for public benefits that support new residents, including gathering spaces and community amenities. Concerns about community infrastructure keeping pace with population growth.</i>	<ul style="list-style-type: none"> • Ensure that the site is highly livable with amenities, community facilities and services that address impacts of a growing neighbourhood. • Collaborate with the local school boards to address impacts on school enrolment and capacity.
Open Spaces	<i>Interest in diversified open spaces that serve many kinds of users, especially green spaces and park-like areas. Desire for greenery and sunlight to make open spaces feel comfortable.</i>	<ul style="list-style-type: none"> • Public open space to be key organizing element of the site design, with diverse public spaces for various users. • Ensure solar access on the public realm and open spaces. Prioritize nature-based designs that protect and enhance ecological systems and provide access to nature.
Implementation	<i>Need for transparent planning and phased implementation approaches.</i>	<ul style="list-style-type: none"> • Phase development in coordination with anticipated population growth to ensure appropriate infrastructure and amenities. • Deliver a transparent phasing and implementation plan to ensure timely delivery of public benefits.

4. What's Next?

The feedback summarized in this report has informed City staff recommendations to Council on a *Vancouver Official Development Plan* amendment and accompanying *Guiding Principles and Rezoning Guidelines* for the site, which Council will consider at a Public Hearing later this year and which would guide future rezoning(s). The input will also inform an application to Metro Vancouver to amend the *Metro 2050: Regional Growth Strategy*.

The details of future development on the site would be considered through a rezoning application process, which would include further opportunities for public feedback.



APPENDIX E

Alignment of Former Molson Brewery Site Re-Designation with *Metro 2050: RGS*

The proposed re-designation of the former Molson Brewery site supports the intent and objectives of the *Metro 2050: RGS* and represents an appropriate evolution of land use for a centrally located site within the metropolitan core in the following ways:

1. Create a Compact Urban Area: Focus growth within a defined urban containment boundary to encourage efficient land use, reduce sprawl, and enhance urban centers.

Redeveloping the former Molson Brewery site as a mixed-use community strongly supports compact urban growth by focusing and intensifying land use within Vancouver's Metro Core, rather than peripheral or greenfield locations.

- The site is a 7.7-acre, centrally located, self-contained former industrial parcel surrounded by established neighbourhoods, major employment areas, excellent walking/cycling connections and high-capacity transit infrastructure. Mixed use redevelopment represents a highly efficient use of scarce urban land.
- The Guiding Principles encourage the location of density where appropriate, with building forms coordinated with the adjacent Señákw development, reinforcing the area as a major urban node.
- Shifting away from low-employment, heavy industrial use toward a multi-functional urban district allows housing, jobs, services, and amenities to coexist on a single site, reducing the need for outward expansion elsewhere in the region.

By accommodating significant residential and employment growth within an already urbanized area, the proposed approach directly aligns with *Metro 2050: RGS* Goal #1 by reducing pressure for sprawl, strengthening the inner city, and supporting a compact urban form.

2. Support a Sustainable Economy: Protect industrial and employment lands to ensure a diverse economy and jobs closer to where people live.

While the re-designation moves away from heavy industrial zoning, the proposal does not diminish the economic capacity and function of the site; rather, it modernizes and diversifies it in a way that is better suited to the local and regional context.

- The Guiding Principles require a minimum 1:1 replacement of the former 283,000 sq. ft. of industrial floor space with new, compatible job space, while strongly encouraging additional job space.
- Employment uses are broadened to include light industrial, creative manufacturing, laboratories, DEICT, office, hotel, retail, cultural, and educational functions, positioning the site for long-term economic resilience.
- The proposal acknowledges that the site's lack of rail access and major trucking connectivity makes it unsuitable for heavy industrial uses critical to regional goods movement, and instead reallocates employment space to uses that thrive in central, mixed-use locations.
- Locating substantial job space immediately adjacent to major residential areas (including the Señákw development and False Creek South) and within walking distance of

downtown Vancouver supports shorter commutes and helps achieve the objective of providing jobs closer to where people live.

Overall, the redevelopment supports *Metro 2050: RGS Goal #2* by retaining and expanding employment capacity, modernizing the economic role of the site, and integrating jobs into a complete urban neighbourhood rather than isolating them in single-use districts.

3. Protect the Environment and Respond to Climate Change: Safeguard natural areas, agricultural lands, and ecosystems, while enhancing resilience to climate impacts and reducing emissions.

Replacing heavy industrial uses with a mixed-use, regenerative urban development delivers significant environmental and climate benefits.

- Heavy industrial activities permitted under [M-2 zoning](#) typically generate air, noise, and emissions, which are increasingly incompatible with the surrounding residential context.
- The Guiding Principles emphasize regenerative, nature-based design, including rainwater capture, urban biodiversity, permeability, and tree retention, consistent with [Vancouver's Green Buildings Policy](#), [Zero Emissions Building Plan](#), and [Rain City Strategy](#).
- Compact, mixed-use development enables lower per-capita energy use and emissions by reducing travel distances, supporting active transportation, and enabling shared building systems.
- On-site climate adaptation measures (e.g. heat mitigation, flood resilience, and integrated landscape design) help future-proof the neighbourhood against climate hazards.

The redevelopment directly advances *Metro 2050: RGS Goal #3* by reducing industrial pollution, lowering lifecycle emissions, and creating a climate-resilient, ecologically functional urban site.

4. Provide Diverse and Affordable Housing: Increase the supply, variety, and affordability of housing, particularly in transit-oriented locations, to create complete communities.

The mixed-use redevelopment enables the delivery of a substantial amount of new housing in one of the region's most accessible locations, which is not possible under industrial zoning.

- The City's [10 Year Affordable Housing Delivery and Financial Strategy](#) identifies large developments as important opportunities to contribute to the delivery of social and supportive housing options for lower-income households and household for moderate income households. The Guiding Principles align housing expectations with the City's [Rezoning Policy for Sustainable Large Developments](#), or applicable policies in place at the time of rezoning, for delivery of affordable housing.
- Co-locating housing with jobs, services, public amenities and transit creates a complete community, reducing household transportation costs and improving access to employment opportunities.
- The site's proximity to rapid transit lines, frequent bus routes, and the future Burrard Bridge transit hub makes it an ideal location for transit-oriented housing.

By converting underutilized industrial land into a high-density, inclusive mixed-use residential neighbourhood, the proposal strongly supports *Metro 2050: RGS Goal #4*.

5. Support Sustainable Transportation Choices: Connect communities through a network of transportation options, including robust transit and active transportation (walking/biking), to reduce car dependency.

Mixed-use redevelopment would significantly outperform a stand-alone industrial scenario in supporting sustainable transportation.

- The proposal prioritizes walking, cycling, rolling, and transit, consistent with the City's [Transportation 2040](#) and [Climate Emergency Action Plan](#) goal that two-thirds of trips be made by modes other than private vehicles.
- The site is strategically located near existing and planned cycling routes, the Seaside Greenway, Burrard Bridge, and frequent transit services.
- Coordinated planning with the adjacent Señákw development, including connections to a future Burrard Bridge transit hub, creates a highly integrated mobility network.
- A car-lite approach with limited vehicle parking and strong active transportation infrastructure reduces congestion and emissions while supporting accessibility for all ages and abilities.

This approach directly advances *Metro 2050: RGS Goal #5* by embedding sustainable transportation choices into the everyday function of the neighbourhood.